



# Rossendale Local Plan (2019-2036)

## **Schedule of Proposed Main Modifications to the Rossendale Local Plan Publication Draft Plan (SD023)**

September 2021

### **Main Modifications Consultation – September to October 2021**

1. The following Schedule sets out the Council's suggested Main Modifications to the Rossendale Local Plan (Regulation 19) Publication Version –March 2019) (SD023) in order for it be found 'sound' This version consolidates and supersedes previous Schedules which the Council published before and during the Examination Hearing sessions.
2. These changes are shown in the same order as the Local Plan itself with any new wording underlined and ~~deleted text struck through~~—These have also been assessed through the Sustainability Appraisal (August 2021) and Habitats Regulation Assessment (August 2021) Addendums published alongside this consultation and comments are also invited on each of these documents as well. Additional Modifications are available in a separate Schedule. A further Schedule identifies changes to the supporting Policies Map. Alongside these documents the Council is at the same time consulting on Housing Update Paper (August 2021).
3. Each suggested change has been given a unique 'MM Ref' which should be quoted in your response if you are making a response to the consultation relating to the suggested Main Modifications. For ease of referencing the MM Schedule uses the paragraph numbers in the submission version of the Local Plan (Submission Version – SD001)
4. The vast majority of Modifications below are a combination of those set out at the close of the Hearing Sessions and subsequent recommendations made by the Planning Inspectors responsible for examining the Local Plan. In addition further consultations have taken place that include recommended changes to housing and employment supply and need and green belt compensation measures. Other Modifications reflect factual changes that have occurred since the Plan was drafted, included a revised National Planning policy Framework (NPPF) in July 2021.

MM. No.	Policy ref./ No.	Page / para. No.	Main Modification: <b>SPATIAL STRATEGY</b>
MM001		Page 5  Existing Paras 1 to 8 plus new paras	<p><b><u>Spatial Strategy Portrait</u></b></p> <p>The Rossendale Local Plan seeks to promote sustainable housing and employment growth while protecting and enhancing the special valley and moorland setting of the Borough. The Plan will cover the whole of the Borough of Rossendale for the period 2019 to 2036 and will provide the statutory planning framework for the Borough. The Plan will be used to guide decisions on planning applications and areas where investment should be prioritised. Once adopted, it will replace the Adopted Core Strategy 2011.</p> <p>Rossendale has much to offer - historic towns, attractive countryside, a substantial pool of skilled workers and proximity to Manchester. Marrying development potential to sites does however present challenges.</p> <p><u>One of the smallest boroughs in Lancashire, Rossendale covers an area of 138 sq kilometres, with a population of 70,000 people, and is located in the south east of Lancashire, on the border with Greater Manchester and West Yorkshire. The city of Manchester has a strong influence for work and shopping, with good road links to Manchester via Bury (the A56) and poorer linkages via Rochdale.</u></p> <p><u>Although earlier in origin, the main towns that now form Rossendale grew rapidly during the Industrial Revolution due to the availability of water and coal to power mills and this led to a strong textile industry, typical of this part of Lancashire. Rossendale in particular was well-known for its shoe and slipper industries.</u></p> <p><u>Rossendale is defined by a series of inter-locking valleys, which dissect open moorland, and closely linked small towns line the valley floors. This creates a main urban core from Haslingden</u></p>

		<p><u>through to Whitworth, interspersed with and surrounded by countryside, dictated by geology and topography. This countryside forms part of the broader South Pennine Landscape Character Area, which stretches from Chorley through to Bradford. Rossendale contains some priority habitats including in particular blanket bog as well as upland heath, upland oak and wet woodland, and upland springs and flushes.</u></p> <p><u>This countryside still has evidence in places of its importance for farming (mainly sheep grazing which continues today), quarrying (which once was extensive for sandstone and though much diminished still takes place), mining and textile manufacture. As a result, different historic periods are clearly identifiable. More recently dis-used quarries are being re-used for leisure purposes, for example, Lee Quarry is popular for mountain bikers. This part of Lancashire also has an extensive network of rights of way.</u></p> <p><u>Changes have come following the rapid development in Victorian times and the subsequent decline in manufacturing and to some extent the Borough has an east/west split, with areas in the west benefitting from better road connections (the A56), and an attractive landscape, some of which is designated as Green Belt. As a result these areas are more affluent with fewer signs of deprivation, However, going east from Rawtenstall, the towns have poorer interconnectivity and the perception of being isolated. Parts of Rossendale around Bacup (so including the densely terraced areas of Stacksteads and Britannia too) were included in the East Lancashire Housing Market Regeneration Programme, known as Elevate, where residents voted to refurbish their properties rather than demolish and build new houses. This regeneration programme has finished.</u></p> <p><u>Using other funding sources the Council is now prioritising regeneration in Bacup and Haslingden with its 2040 Visions for both towns. Each identifies a number of specific projects; under the themes of enterprise, place, people and vibrancy for Bacup. The themes for Haslingden are: investment; evolution; revitalisation; and people.</u></p>
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		<p>Development choices in Rossendale are constrained by the topography of the area. This means that the supply of flat, available land is limited. There are also other physical constraints, notably flood risk and <u>geology, as well as</u> a road network that is operating close to capacity in some key locations and <del>mixed</del> <u>limited bus based public transport</u>. Brownfield sites, where available, often have issues that require resolution before the site can come forward. Large, easy to develop sites are <del>within</del> <u>in</u> short supply. <del>At a Policy level</del> <u>In addition</u> Green Belt covers over 20% of the Borough while there are also extensive areas of moorland.</p> <p><b><u>The Local Plan Vision</u></b></p> <p><u>The emerging Local Plan attempts to reflect the Council’s current Corporate Strategy (2017 to 2021) with the following vision:</u></p> <p><i><u>Rossendale will be a place where people want to live, visit, work and invest.</u></i></p> <p><i><u>By 2034, inequalities across the Borough will be reduced through sustainable growth and by strengthening opportunities in the east of Rossendale and fulfilling the potential of the west of the Borough. The Town and District Centres, and key transport hubs, will be the main areas of development, with surrounding communities also having opportunities for growth and enhancement. The vision and masterplans for Rawtenstall, Bacup and Haslingden will act as regeneration catalysts, creating new opportunities for retail, leisure, recreation, housing and other economic development. Rossendale’s distinctive landscapes and natural assets will continue to be protected and enhanced for their intrinsic value to biodiversity and tackling climate change as well as their recreational and economic value to local people and visitors alike. Coupled with housing and employment growth and a range of policies designed to enhance the built, natural and social environment, this will boost the economic potential of the Borough and improve health and well-being of residents. The special character will be maintained whilst supporting and accommodating sustainable growth for the Borough, its residents and businesses.</u></i></p>
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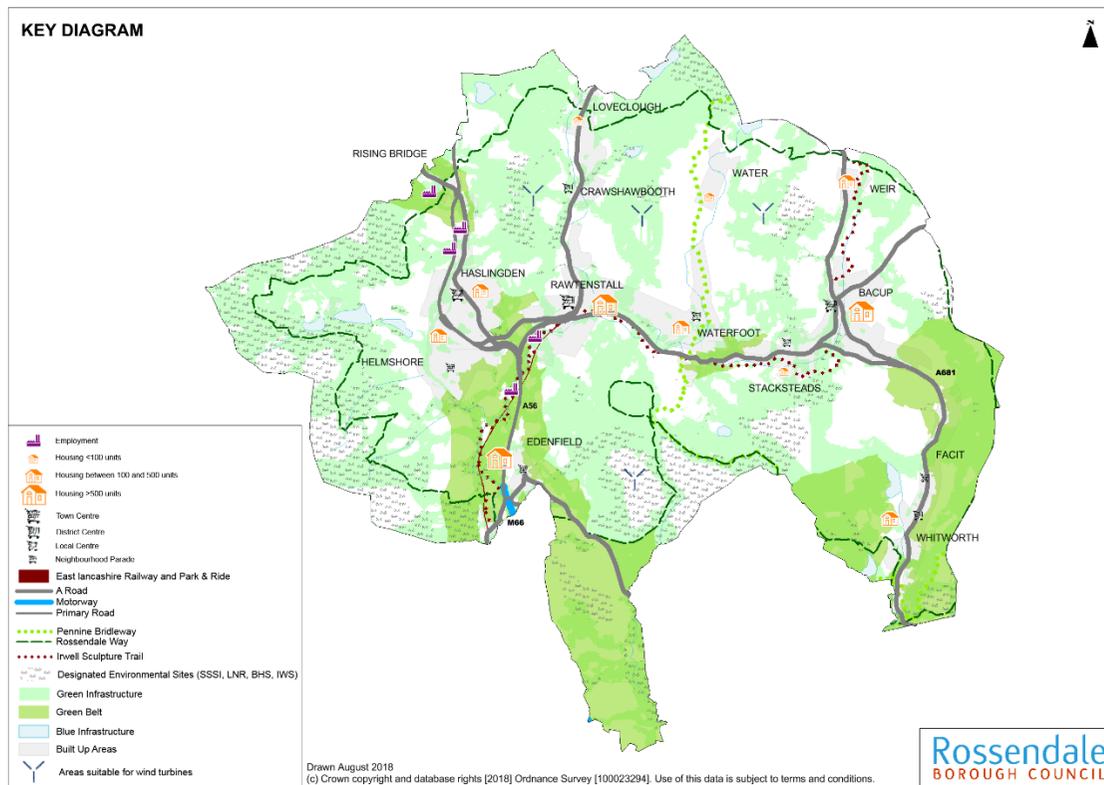
		<p><b><u>Local Plan Objectives</u></b></p> <p><u>The objectives for the Local Plan are as follows, grouped according to the themes of people, economy and environment:</u></p> <p><b><u>People</u></b></p> <ul style="list-style-type: none"><li>• <u>Rebalancing the east/west divide in Rossendale by providing a range of housing and economic opportunities across the Borough</u></li><li>• <u>Meeting housing and employment land needs in line with national policy whilst protecting the borough's natural and built environment</u></li><li>• <u>Improving housing choice and meeting housing needs for all groups, including specialist and affordable housing</u></li><li>• <u>Improving health and well-being, with access to health and leisure facilities</u></li><li>• <u>Improving connectivity within the Borough and to other urban areas through improvements to highways and public transport routes and enhancements to the existing network of walking and cycling routes</u></li></ul> <p><b><u>Economy</u></b></p> <ul style="list-style-type: none"><li>• <u>Promoting economic prosperity and helping to grow and retain local job opportunities, including increasing the supply of suitable employment land to support business and job growth through the provision of a portfolio of suitable sites – the A56 Rossendale Valley Growth Corridor and Futures Park Employment Village</u></li><li>• <u>Supporting each centre identified in the retail hierarchy through appropriate development which strengthens their role and function, in particular increasing the retail and leisure offer and delivering the 2040 Visions for Bacup and Haslingden</u></li><li>• <u>Providing strategic infrastructure improvements</u></li></ul>
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			<ul style="list-style-type: none"> <li>• <u>Supporting the visitor economy to raise the profile of the Borough’s attractions and strengthen the offer to visitors</u></li> </ul> <p><b><u>Environment</u></b></p> <ul style="list-style-type: none"> <li>• <u>Ensuring good design that reinforces Rossendale’s local character</u></li> <li>• <u>Reducing the carbon footprint through suitable design and ensuring sustainable development in appropriate locations</u></li> <li>• <u>Reducing the impact of and adapting to climate change, including suitable flood prevention measures, the promotion and protection of Green Infrastructure, green energy projects, and encouraging travel by modes other than the car</u></li> <li>• <u>Protecting and enhancing natural assets, and improving biodiversity</u></li> <li>• <u>Enhance the historic environment</u></li> </ul> <p><b><u>Strategic Priorities</u></b></p> <p><u>The key projects and priorities that will help achieve the Vision and Objectives are as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>Delivering housing and employment allocations</u></li> <li>• <u>Provide new employment opportunities along A56 Corridor – the A56 Rossendale Valley Growth Corridor</u></li> <li>• <u>Development of Futures Park as a mixed-use site to generate employment within the east of the Borough – the Futures Park Employment Village</u></li> <li>• <u>Rawtenstall Town Centre Regeneration</u></li> <li>• <u>Deliver Bacup 2040 Vision</u></li> <li>• <u>Deliver Haslingden 2040 Vision</u></li> <li>• <u>Improving links to Greater Manchester, such as the Manchester to Rawtenstall Valley Rail Link and supporting improvements to the M60, M62 and A56</u></li> <li>• <u>Addressing congestion including Rawtenstall Gyratory improvements</u></li> </ul>
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		<ul style="list-style-type: none"><li>• <u>Developing the strategic cycle network, linking the Borough's towns and improving access to the countryside</u></li><li>• <u>Deliver a series of actions identified in the Visitor Economy Strategy, which will grow Rossendale's leisure, tourism, heritage and culture sectors</u></li><li>• <u>Enhancing the Borough's biodiversity including through the use of the Scout Moor Habitat Enhancement Fund to deliver upland restoration projects</u></li><li>• <u>Addressing the Climate Change emergency through the enhancement of Green Infrastructure, provision of electric charging points and renewable energy projects</u></li></ul> <p><b><u>The Spatial Strategy</u></b></p> <p>The Spatial Strategy seeks to make the most of the existing physical infrastructure in the Borough when allocating sites:</p> <ul style="list-style-type: none"><li>• The main transport corridors, particularly the A56 and the A682 link into Rawtenstall</li><li>• Existing Town centre renewal initiatives</li><li>• Proximity to services</li><li>• Previously developed land</li></ul> <p>The Borough's built and environmental heritage is fundamental to the unique character of the area. The Local Plan recognises the importance of:</p> <ul style="list-style-type: none"><li>• Important buildings and historic areas</li><li>• Areas of high environmental value, such as the <u>South and West Pennine Moors</u></li><li>• Greenspace corridors</li></ul> <p>A number of major sites are identified, some of which are outside the urban boundary and / or where previously in Green Belt. Their strategic value for development has led to their inclusion in the Plan. These sites reflect, where possible, the priorities of the Council and key partners.</p>
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Page 5  
and 6

The **Key Diagram** illustrates the principal spatial proposals contained in the Local Plan.



This Local Plan does not cover minerals and waste planning as this is the responsibility of Lancashire County Council. The adopted Joint Lancashire Minerals and Waste Local Plan forms part of the development plan for Rossendale.

		<p>Pages 7 to 10</p> <p>Paras 9 to 36, plus new paras and tables.</p>	<p><b>Development Hierarchy</b></p> <p><u>This is the Settlement Hierarchy which identifies the role and function of places. It has helped to inform the spatial distribution of growth and the Spatial Strategy. Please see Policy SS for details.</u></p> <p><b>Key Service Centres</b></p> <p>The town of <b>Rawtenstall</b> is the Borough’s primary centre complemented by <b>Bacup, Haslingden</b> and <b>Whitworth</b> ,which act as Key Service Centres with a range of housing and employment opportunities, as well as retail, leisure and other services such as GP’s that serve a wide area. They are each located on high frequency bus corridors.</p> <p><b>Local Service Centres</b></p> <p>Those Local Service Centres that are close to the Key Service Centre towns and are urban in character are distinguished from Local Service Centres in more rural locations.</p> <p>Urban Local Service Centres benefit from good transport connections to services in the nearby towns as well as having a range of facilities such as schools, parades of shops and community facilities. These include <b>Waterfoot, Crawshawbooth and Stacksteads</b>.</p> <p>Rural Local Service Centres are discrete settlements with links to Key Service Centres that serve their own residents and those in nearby villages with basic services, and are able to provide for future local housing and employment needs. These include <b>Rising Bridge, Loveclough/Goodshaw Helmshore and Water</b>. Good access to services is essential if rural communities are to survive and prosper.</p>
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		<p><b><u>Other Settlements</u></b></p> <p><u>Outside of the main urban area and service centres, there are many smaller settlements or villages with limited facilities. Examples include <b>Acre and Cowpe</b>. In the interests of sustainable development, growth and investment should be confined here to small scale infill and the change of use or conversion of existing buildings. Affordable housing development of an appropriate scale on the edge of a rural settlement to meet a particular local need may be justified in accordance with national planning policy</u></p> <p><u>The following table provides details of each of the settlements in the Borough in terms of: designation, and services, facilities and characteristics identified in 2021. The established settlement hierarchy is based on the facilities that are offered at present at each location as identified in Table 1 Settlement Hierarchy.</u></p> <p><b><u>Table 1: Settlement Hierarchy</u></b></p> <table border="1" data-bbox="658 866 1529 1362"> <thead> <tr> <th data-bbox="658 866 1133 930"><b><u>Settlement and Designation</u></b></th> <th data-bbox="1133 866 1529 930"><b><u>Services, Facilities and Characteristics at 2021</u></b></th> </tr> </thead> <tbody> <tr> <td data-bbox="658 930 1133 1362"> <p><b><u>Key Service Centres</u></b></p> <ul style="list-style-type: none"> <li>• <u>Rawtenstall (Primary Centre)</u></li> <li>• <u>Bacup</u></li> <li>• <u>Hasslingdon</u></li> <li>• <u>Whitworth</u></li> </ul> </td> <td data-bbox="1133 930 1529 1362"> <ul style="list-style-type: none"> <li>• <u>High frequency bus service;</u></li> <li>• <u>Education (range of primary schools and/or secondary school);</u></li> <li>• <u>Health services: GP's, Dentists, Pharmacy;</u></li> <li>• <u>Community facilities;</u></li> <li>• <u>Range of sports / recreation facilities</u></li> <li>• <u>Leisure facilities</u></li> </ul> </td> </tr> </tbody> </table>	<b><u>Settlement and Designation</u></b>	<b><u>Services, Facilities and Characteristics at 2021</u></b>	<p><b><u>Key Service Centres</u></b></p> <ul style="list-style-type: none"> <li>• <u>Rawtenstall (Primary Centre)</u></li> <li>• <u>Bacup</u></li> <li>• <u>Hasslingdon</u></li> <li>• <u>Whitworth</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>High frequency bus service;</u></li> <li>• <u>Education (range of primary schools and/or secondary school);</u></li> <li>• <u>Health services: GP's, Dentists, Pharmacy;</u></li> <li>• <u>Community facilities;</u></li> <li>• <u>Range of sports / recreation facilities</u></li> <li>• <u>Leisure facilities</u></li> </ul>
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			<p><b><u>Urban Local Service Centres</u></b></p> <ul style="list-style-type: none"> <li>• <u>i. Waterfoot</u></li> <li>• <del>ii. Broadley/Tonacliffe</del></li> <li>• <u>ii. Edenfield</u></li> <li>• <u>iii. Stacksteads</u></li> <li>• <u>iv. Crawshawbooth</u></li> <li>• <u>v. Helmshore</u></li> <li>• <del>vi. Facit</del></li> <li>• <del>vii. Stubbins</del></li> <li>• <u>viii. Britannia</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Local Centre, Neighbourhood Parade OR more than one shop, including grocery/convenience store or other key service;</u></li> <li>• <u>High frequency bus service;</u></li> <li>• <u>Education (primary school);</u></li> <li>• <u>Health service: GP, Dentist or Pharmacy;</u></li> <li>• <u>Community facilities;</u></li> <li>• <u>Recreation / sports facilities</u></li> <li>• <u>Leisure facility</u></li> </ul>	
			<p><b><u>Rural Local Service Centres</u></b></p> <ul style="list-style-type: none"> <li>• <u>Loveclough/Goodshaw</u></li> <li>• <u>ii. Water</u></li> <li>• <u>iii. Weir</u></li> <li>• <u>iv. Whitwell Bottom</u></li> <li>• <u>v. Broadley/Tonacliffe</u></li> <li>• <u>vi. Facit</u></li> <li>• <u>vii. Britannia</u></li> <li>• <u>viii. Stubbins</u></li> <li>• <u>ix. Newchurch</u></li> <li>• <u>x. Rising Bridge</u></li> <li>• <u>xi. Shawforth</u></li> </ul>	<p><b><u>Contain at least three of any of the following key characteristics:</u></b></p> <ul style="list-style-type: none"> <li>• <u>Neighbourhood Parade, Grocery/convenience store, other key service or other A1 retail</u></li> <li>• <u>Medium frequency bus service;</u></li> <li>• <u>Education (Primary school);</u></li> <li>• <u>Community facility;</u></li> <li>• <u>Recreation, sport or leisure facility</u></li> <li>• <u>Other facility</u></li> </ul>	

		<p>Deletion of paras 10 to 20 pages 7 and 8</p>	<p><b><u>Smaller Villages and Substantially Built up Frontages</u></b></p> <ul style="list-style-type: none"> <li>• <u>Acre</u></li> <li>• <u>ii. Chatterton</u></li> <li>• <u>iii. Cowpe</u></li> <li>• <u>iv. Ewood Bridge</u></li> <li>• <u>v. Irwell Vale</u></li> <li>• <u>vi. Turn</u></li> <li>• <u>vii. Sharneyford</u></li> <li>• <u>viii. Lumb (near Water)</u></li> </ul>	<p><b><u>Contain at least one of the following characteristics:</u></b></p> <ul style="list-style-type: none"> <li>• <u>Grocery/convenience store, other key service or other A1 retail;</u></li> <li>• <u>Bus service;</u></li> <li>• <u>Education (Primary school);</u></li> <li>• <u>Community facility;</u></li> <li>• <u>Recreation, sport or leisure facility</u></li> <li>• <u>Other facility</u></li> </ul>	
			<p><b><u>Major sites</u></b></p> <p><del>These sites have been selected because of their strategic importance to the future development of the Borough. While in some cases being relatively small, which is a reflection of the nature of the physical constraints in the Borough, they are significant in Rossendale terms.</del></p>		
			<p><b><u>Edenfield (Policy HS2 and HS3)</u></b></p> <p><del>Green Belt land within Edenfield has been identified for housing development as an exception to this development hierarchy. The scale of the site to the west of Market Street means that this allocation will contribute significantly to housing provision, including affordable tenures, in Rossendale. The land is immediately adjacent to Edenfield which, though a discrete settlement in functional terms, forms an extension of the large built up area of Ramsbottom in neighbouring Bury MBC. The opportunities for high quality, masterplan-led development are considered to outweigh the effect of the scale of the proposed development on a designated Key Service Centre.</del></p>		

		<p>The strategic release of the land identified for allocation will be contained by a strong boundary (the A56), <del>so limiting the potential for future sprawl.</del> This will be perceived as the main block of settlement within Edenfield, growing incrementally north and will <del>to fill the gap between the A56 and the linear settlement along Market Street creating,</del> <u>to create</u> a stronger Green Belt boundary and settlement edge.</p> <p>The development will deliver community facilities with Strategic Green Infrastructure throughout the development, on site affordable housing, interconnected pedestrian/ cycle routes along with the potential for additional primary school accommodation if required</p> <p>Masterplans are also proposed for other major sites at Loveclough (HS4) and Swinshaw (HS5)</p> <p><b><i>Futures Park (Policy EMP2 and EMP6)</i></b> 4.6 hectares of <del>land</del> has been identified at Futures Park to accommodate a mixed use transit site for Gypsies and Travellers, employment and leisure development. The site scored a 'Good' with the Employment Land Review with good road access to the A681 which is HGV suitable, close proximity to public transport and has good access to the local labour market.</p> <p>The site is excellently linked to leisure facilities within the Borough with the "Valley of Stone" Greenway, the adjacent Stubbylee Park and Lee Quarry which hosts national and international mountain biking events. Employment and leisure development of this site will complement the existing surrounding land uses.</p> <p><b><i>New Hall Hey (Policy EMP2 and EMP7)</i></b> 6 hectares of Green Belt land on the edge of Rawtenstall has been identified as a strategic location for new employment development, expanding the existing employment development at this location. The location of the site is immediately adjacent to the A682. It is considered that the proximity to the strategic road network and Rawtenstall, with access to a labour supply, makes this an excellent location for seeking to address the Borough's employment needs.</p>
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		<p>Page 10, Paras 30 to 36</p>	<p>The majority of new housing will be located in and around the main centres of <b>Rawtenstall</b> and <b>Bacup</b> with these centres accommodating in total around 50% of the housing requirement. The majority of the other development will be located in other identified settlements.</p> <p>The Strategy seeks to maximise the use of brownfield land for housing by bringing former mill sites back into use. It is expected that <b>30%</b> of allocated housing land will be brownfield. A significantly higher percentage of windfall sites will be brownfield.</p> <p><b>Higher densities</b> (40 dwellings per ha or higher) will be sought near town centres, in particular Rawtenstall, and where it is appropriate to the existing development pattern.</p> <p><b>Strategic Green Belt releases</b> for housing are proposed in Edenfield. The development in Edenfield creates the opportunity to masterplan a substantial new addition to the village that would have a limited impact on the openness of the Green Belt.</p> <p><b><u>Employment</u></b></p> <p>The Plan <u>sets a requirement for</u> <del>allocates</del> <b>2827</b> ha of employment land of which 23 ha is new provision. The new sites are primarily located close to the A56 and A682 as this is where market demand is highest.</p> <p>Development of Futures Park in Bacup will build on the existing leisure offer in the area, in particular the Mountain Bike facility at Lee Quarry, as well as a range of mixed uses.</p> <p><b>Green Belt release</b> is required south of New Hall Hey, <u>north of Hud Hey and at Ewood Bridge</u> for the proposed <u>new sites</u>. <del>Major Site</del>. This reflects the current tight nature of the urban boundary and the availability of suitable land.</p>
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		<p><b><u>Retail</u></b></p> <p>The existing retail hierarchy is retained with the addition of a <b>new local centre</b> in Crawshawbooth. <del>The Spinning Point development which will establish a new retail/leisure core in Rawtenstall is recognised together with new convenience retail space in Bacup to re-inforce the current town centre.</del> <u>The former Valley Centre has been removed from the Primary Shopping Area (PSA) as it is now public realm. The Local Plan proposes retaining this as potential PSA should a new retail scheme re-emerge.</u></p> <p><b><u>Green Infrastructure</u></b></p> <p>Protection of designated sites, including the West Pennines SSSI, features in the Plan as does enhancement of non-designated locations such as Scout Moor. This integrates with a broader objective to protect and enhance a network of <b>Ecological Corridors</b> that reflect river valleys and cycle routes as well as ecological corridors. It is recognised that Green Infrastructure enhancement has multiple benefits, including for the health of the population. This also links into protection of play and sports facilities.</p> <p><b><u>Built Heritage-Historic Environment</u></b></p> <p>New <b>Conservation Areas</b> are proposed in, <del>Haslingden Town Centre</del> Helmshore, Crawshawbooth and Newchurch. <del>Also The existing Conservation Area at Chatterton and Strongstry is also proposed to be extended.</del> A new approach to the <b>Local List</b> has been <u>will be</u> introduced to provide protection to key non-designated assets that make a strong contribution to the area's character.</p> <p><b><u>Transport</u></b></p> <p>The Plan recognises the importance of working with partners to address key transport issues. This especially relates to addressing issues affecting key road junctions such as the <b>Gyratory</b> in Rawtenstall, enhancing the <b>A56 corridor</b>, and bringing forward options to develop the heritage <b>East Lancashire Railway</b> as a commuter rail link.</p>
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MM002	Spatial Strategy SS	Pages 11 and 12	<p><b>Strategic Policy SS: Spatial Strategy</b></p> <p>The Council will focus growth and investment in <u>and around the</u> Key Service Centres, <del>on major sites and on well located brownfield sites whilst protecting the landscape and current built character and rural areas.</del> <u>with development supported in other areas taking account of the suitability of the site, its sustainability and the needs of the local area,</u> whilst protecting the landscape and existing built form and the character of rural areas.</p> <p>Greenfield development will be required within and on the fringes of the urban boundary to meet housing and employment needs. The Council will require that the design of such development relates well in design and layout to existing buildings, green infrastructure and services.</p> <p>To promote vibrant local communities and support services, an appropriate scale of growth and investment will be encouraged in identified Local Service Centres, providing it is in keeping with their local character and setting.</p> <p>The Council will work with partners and developers to protect and enhance the Ecological Corridor Network and the Borough’s built heritage.</p> <p><del>Growth and investment will be concentrated in:</del></p> <p><del>a) The Key Service Centres of:</del></p> <ul style="list-style-type: none"> <li><del>i. Rawtenstall</del></li> <li><del>ii. Bacup</del></li> <li><del>iii. Haslingden</del></li> <li><del>iv. Whitworth</del></li> </ul>
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		<p><del>b) Major Sites allocated at:</del></p> <ul style="list-style-type: none"><li><del>i. Edenfield</del></li><li><del>ii. Futures Park</del></li><li><del>iii. New Hall Hey</del></li><li><del>iv. Carrs Industrial Estate</del></li></ul> <p><del>be) A level of growth and investment appropriate to the settlement size will be encouraged at the following Urban Local Service Centres <u>listed in Table 1 above</u> to help meet housing, employment and service needs:</del></p> <ul style="list-style-type: none"><li><del>i. Waterfoot</del></li><li><del>ii. Broadley/Tonacliffe</del></li><li><del><u>ii. Edenfield</u></del></li><li><del>iii. Stacksteads</del></li><li><del>iv. Crawshawbooth</del></li><li><del>v. Helmshore</del></li><li><del>vi. Facit</del></li><li><del>vii. Stubbins</del></li><li><del>viii. Britannia</del></li></ul> <p><del>ed) Limited growth and investment will be encouraged at the following Rural Local Service Centres <u>listed in Table 1 above</u> to help meet local housing and employment needs and to support the provision of services to the wider area:</del></p> <ul style="list-style-type: none"><li><del>i. Loveclough/Goodshaw</del></li><li><del>ii. Water</del></li><li><del>iii. Weir</del></li><li><del>iv. Whitwell Bottom</del></li></ul>
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		<p><u>v. Broadley/Tonacliffe</u>  <u>vi. Facit</u>  <u>vii. Britannia</u>  <u>viii. Stubbins</u>  <u>ix. Newchurch</u>  <u>x. Rising Bridge</u>  <u>xi. Shawforth</u></p> <p><del>e</del>) In other places – such as smaller villages and substantially built up frontages – development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes.</p> <p>i. Acre  ii. Chatterton  iii. Cowpe  iv. Ewood Bridge  v. Irwell Vale  vi. Turn  vii. Sharneyford  <u>viii. Lumb (near Water)</u></p> <p><del>e) As an exception to the settlement hierarchy above and in order to meet housing needs, additional growth will be supported on a major site allocated in Edenfield (identified as an Urban Local Centre).</del></p> <p><b><u>Explanation</u></b></p> <p><u>The pattern of development in Rossendale has been heavily influenced by the natural and physical environment, from the earliest development at key sheltered locations through the</u></p>
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		<p><u>Industrial Revolution, when the area grew rapidly, taking advantage of its location. As a result urban development has grown along the valley bottoms, and opportunities for further development are constrained by factors including topography, geology, flood risk, and ecology. Nevertheless the Borough does have development needs over the next 15 years to provide sufficient housing and employment land for its residents, and opportunities for shopping and leisure pursuits. Such development needs to take place in sustainable locations, which are not at risk of flooding or exacerbating flooding elsewhere, whilst retaining and strengthening Rossendale’s special character and enhancing its valuable natural habitat.</u></p> <p><u>In identifying suitable sites priority has been given to transport nodes, close to the identified centres. The use of brownfield land has been maximised but greenfield sites have been needed in order to identify sufficient land to meet the Borough’s development needs. Development sites that are deliverable are necessary. Factors that have been taken into account include the settlement hierarchy as well as existing designations such as the countryside and Green Belt, as well as the physical constraints mentioned above.</u></p> <p><u>As well as extending the urban boundary into the designated countryside to identify additional new sites, the Green Belt has also had to have been considered. The loss of existing Green Belt land has been minimised but there are exceptional circumstances to justify some Green Belt release on greenfield sites, given the overall imperative to identify sites that can deliver the Borough’s future needs. This applies to new employment sites, which need to be in areas with good access to the strategic road network, which is where businesses want to be.</u></p> <p><u>The Borough’s largest housing allocation at Edenfield (H62) for 400 new houses is located on the former Green Belt land, which has good accessibility. The scale of the site to the west of Market Street means that this allocation will contribute significantly to housing provision, including affordable tenures, in Rossendale. The strategic release of the land identified for allocation will be contained by a strong boundary (the A56), so limiting the potential for future urban sprawl. This</u></p>
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			<p><u>will be perceived as the main block of settlement within Edenfield, growing incrementally north and will to fill the gap between the A56 and the linear settlement along Market Street to create a stronger Green Belt boundary and settlement edge.</u></p> <p><u>Some smaller housing sites have been allocated on land released from the Green Belt, but only where the land is previously developed. In keeping with the priority to protect Green Belt and take forward robust boundaries for the future, only major schemes that will contribute significantly to meeting the Borough’s needs for employment and housing, that have a strategic role, have been identified on Green Belt. All allocations which will result in the release of Green Belt will need to provide compensatory benefits to the land remaining in the Green Belt.</u></p>
MM003	SD1	Page 13	<p>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (<del>the Framework</del> <u>NPPF</u>). The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no <u>relevant policies</u> <del>or the policies which are most important for determining the application relevant to the application</del> <u>or relevant policies</u> are out of date at the time of making the decision <del>then</del> the Council will grant permission unless <del>material considerations indicate otherwise,</del> taking into account whether:</p> <ul style="list-style-type: none"> <li>a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in NPPF taken as a whole; or</li> <li>b) specific policies in the NPPF indicate that development should be restricted.</li> </ul>

			<p>- <u>a) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or</u></p> <p><u>b) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.</u></p>
MM004	SD2	Pages 14 to16 Paras 42 and 45	<p><b>Strategic Policy SD2: Urban Boundary and Green Belt</b></p> <p>All new development in the Borough will take place within the Urban Boundaries, defined on the Policies Map, except where development specifically needs to be located within a countryside location and the development enhances the rural character of the area.</p> <p>Land has been removed from Green Belt in the following locations on the basis that exceptional circumstances exist:</p> <ul style="list-style-type: none"> <li>• <del>H69 Cwm Water Treatment Works, Whitworth</del></li> <li>• <del>H70</del> <u>H60</u> Irwell Vale Mill</li> <li>• <del>H71</del> <u>H61</u> Land east of Market Street</li> <li>• <del>H72</del> <u>H62</u> Land west of Market Street, Edenfield</li> <li>• <del>H73</del> <u>H63</u> Edenwood Mill, Edenfield</li> <li>• NE1 Extension to Mayfield Chicks, Ewood Bridge</li> <li>• NE2 Land north of Hud Hey, Haslingden</li> <li>• NE4 Extension of New Hall Hey, Rawtenstall</li> </ul> <p>The Council will expect that the design of development on the above sites minimises the impact on “openness” <u>the character of the area and addresses relevant criteria in policy ENV3, to the satisfaction of the Local Planning Authority</u></p> <p>Development will also be expected to contribute to compensatory improvements to land elsewhere in the Green Belt, enhancing both its quality and public access.</p>

			<p>The Council will expect that the design of development on the above sites <u>to</u> minimises the impact on “<del>openness</del>” <u>the character of the area and addresses relevant criteria in policy ENV3, to the satisfaction of the Local Planning Authority</u></p> <p><b>Explanation</b>                  Development in the countryside will be supported where it is for a use that needs to be located in this location. Examples would include farm diversification or certain types of tourism uses, <u>as well as rural affordable housing to be delivered on rural exception sites.</u></p> <p><del>This could include the identification of land appropriate for Suitable Alternative Natural Greenspace (SANG’s).</del></p>
MM005	SD4	New Policy and paras after para 48	<p><b><u>SD4 Green Belt Compensatory Measures</u></b></p> <p><u>Where land is to be released for development, compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land will be required.</u></p> <p><u>Types of improvements that would be considered acceptable include the creation or enhancement of green or blue infrastructure; biodiversity gains (additional to those required under Policy ENV1), such as tree planting, habitat connectivity and natural capital; landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal); new or enhanced walking or cycling routes; as well as improved access to new, enhanced or existing recreational and playing field provision.</u></p> <p><u>This policy applies to developments on land that is located within the Green Belt or on allocated housing and employment sites that were previously in the Green Belt as listed in Policy SD2</u></p> <p><u>The Council has identified a number of projects where Green Belt compensatory measures can be delivered, or proportionate contributions made towards these schemes, listed below. Further details are contained in the Green Belt Compensatory Document or its successor:</u></p>

		<ul style="list-style-type: none"><li>• <u>Rossendale Forest</u></li><li>• <u>Rossendale Incredible Edible</u></li><li>• <u>New Hall Hey Gateway</u></li><li>• <u>Edenfield Cricket Club</u></li><li>• <u>Edenfield C.E. / Stubbins Primary School Extension</u></li><li>• <u>Public Rights of Way / Cycleway Upgrades and Improvements to the Network</u></li></ul> <p><b><u>Explanation</u></b></p> <p><u>Exceptional circumstances exist within Rossendale to release land from the Green belt for the development of additional new housing and employment land. However, in developing on such land developers must provide compensatory improvements to the remaining Green Belt that will help to mitigate the loss of the Green Belt for existing residents.</u></p> <p><u>Rossendale has several specific areas of Green Belt – around Rising Bridge, between Haslingden and Rawtenstall, south of Rawtenstall to Edenfield and the Borough boundary with Bury, land around Turn, the Glen between Waterfoot and Stacksteads, and land around Whitworth, from Britannia in the north to the boundary with Rochdale.</u></p> <p><u>All improvements are expected where possible to be located in the same area of Green Belt to ensure local residents who are most affected by the loss of the Green Belt receive the benefit from the compensatory improvements.</u></p> <p><u>It should be noted that planning consent may be required for additional off-site compensatory improvements. The applicant will be responsible for ensuring all required planning consents for such compensatory improvements are obtained, where this is required.</u></p> <p><u>Further details of precise measures are set out in the relevant site specific policy, and the Council's Green Belt Compensatory Document or its successor. Additionally a Supplementary Planning Document (SPD) will be produced setting out the details of these schemes, for example,</u></p>
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		<p>Paras 49 to 51</p>	<p>The need for new housing in Rossendale has been assessed in the Council’s Strategic Housing Market Area Assessment (SHMA) (2016) <u>and subsequent 2019 up-date.</u> <del>This</del> <u>The initial 2016 study and 2019 update</u> examined a range of housing, economic and demographic evidence to assess housing need and demand in Rossendale. <u>The 2019 update was undertaken in light of new demographic evidence that had emerged in the intervening period, and in particular, the publication of the revised NPPF 2019 and updated Planning Practice Guidance (PPG) 2018.</u></p> <p><u>The 2016 SHMA recommends that the need for additional housing in Rossendale is between 265 and 335 dwellings per year. The Council considers that a figure of at least 265 additional dwellings per year would be sufficient to meet Rossendale’s housing needs over the plan period. This equates to a total number of dwellings to be provided over the plan period (2019-2034) of 3,975.</u></p> <p><u>However, s</u>Since the SHMA was produced the Government has <del>announced its intention to</del> <u>implemented</u> a standard methodology for calculating housing figures. Using this approach the relevant annual housing provision for Rossendale <u>as of 2019</u> is set at <u>242 208</u> homes per year <u>for years 2019 and 2020, and 185 dwellings for the remaining years of the plan (2021 to 2036), as set out by the latest Standard Method (March 2021).</u> This figure is applicable for ten years but the Council has extrapolated this over the Plan period, giving a total housing figure of <del>3,480</del> <u>3191</u> dwellings. The Council is not pursuing a higher figure based on “economic uplift”.</p>
<p>MM007</p>		<p>New paras, new supply tables and supporti</p>	<p><u>The five year housing land supply is calculated from the intended Local Plan’s adoption year (2021), so from 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2026. It includes dwellings remaining to be built on site allocations and other committed sites during that period, as well as a small sites allowance from 2024/25 onwards. The five year supply is discussed below, firstly setting out the housing requirement and secondly identifying the housing supply.</u></p>

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Para 54,  
Page 19

**Housing Requirement:**

The five year housing target is based on the Local Plan proposed housing requirement of 208 dwellings per annum in years 1 and 2 (2019/20 and 2020/21) and 185 dwellings per annum for the remainder of the plan period 2021-2036. The housing requirement should also consider any shortfalls from the early years of the Plan period, in this case 2019/20 and 2020/21. In 2019/20 and 2020/21, 171 dwellings were completed which amounts to a shortfall of 245 dwellings.

According to paragraph 74 of the NPPF a 20% buffer should be included where there is a significant under delivery. As stated above the number of dwellings delivered since the start of the plan period, is significantly lower than the requirement. Furthermore, the Housing Delivery Test published in January 2021, shows that Rossendale delivered less than 85% of its housing requirement. The Council has therefore applied a 20% buffer to the five year housing land calculation. The Planning Practice Guidance on housing supply and delivery further explains that the buffer should be applied to the requirement including any shortfall. Following this guidance, the calculation of the five year requirement between 2021 and 2026 is shown in Table 2 and amounts to 1,404 dwellings.

Table 2: Calculating the housing requirement for the period 2021 -2026

<b><u>Component</u></b>	<b><u>Calculation (Period 2021- 2026)</u></b>	<b><u>Amount (No. of dwellings)</u></b>
<u>5 Year requirement</u>	<u>185 x 5</u>	<u>925</u>
<u>Shortfall in 2019/20 and 2020/21</u>	<u>416 -</u>	<u>245</u>
<u>20% buffer</u>	<u>0.2 x (925+ 245)</u>	<u>234</u>
<u>5 Year Housing Requirement</u>	<u>925+245+234</u>	<u>1,404</u>

		<p><u>Housing Supply: (2021 -2026)</u></p> <p>Table 3 lists the sources of the supply for the period 2021-2026.</p> <table border="1"> <thead> <tr> <th><u>Sources of supply</u></th> <th><u>No. of dwellings</u></th> </tr> </thead> <tbody> <tr> <td><u>Dwellings remaining on site allocations</u></td> <td><u>1186</u></td> </tr> <tr> <td><u>Dwellings remaining on other committed sites</u></td> <td><u>1085</u></td> </tr> <tr> <td><u>Small sites allowance</u></td> <td><u>38</u></td> </tr> <tr> <td><b><u>TOTAL 5 YEAR HOUSING SUPPLY</u></b></td> <td><b><u>2,309</u></b></td> </tr> </tbody> </table> <p>Table 4: Housing Land Supply between 2021 and 2026</p> <table border="1"> <thead> <tr> <th><u>Local Plan Period</u></th> <th><u>5 year period</u></th> <th><u>Annual Housing Requirement for this 5 year period</u></th> <th><u>Backlog from previous years in the Plan</u></th> <th><u>20% buffer calculation</u></th> <th><u>5 Year Housing Requirement Calculation including 20% buffer and backlog</u></th> <th><u>5 Year Housing Requirement including 20% buffer and backlog</u></th> <th><u>5 Year Housing Supply</u></th> <th><u>Annual Housing Requirement including backlog and 20% buffer</u></th> <th><u>No. years of supply</u></th> </tr> </thead> <tbody> <tr> <td><u>2019 - 2036</u></td> <td><u>2021 - 2026</u></td> <td><u>185</u></td> <td><math>\frac{416 - 171}{5} = 245</math></td> <td><math>\frac{5 \times 185 + 24}{5 / 100 \times 20} = 234</math></td> <td><math>\frac{5 \times 185 + 24}{5} + 234 =</math></td> <td><u>1404</u></td> <td><u>2309</u></td> <td><math>\frac{185 + (245 / 5) + 20\%}{280.8} =</math></td> <td><u>8.2</u></td> </tr> </tbody> </table>	<u>Sources of supply</u>	<u>No. of dwellings</u>	<u>Dwellings remaining on site allocations</u>	<u>1186</u>	<u>Dwellings remaining on other committed sites</u>	<u>1085</u>	<u>Small sites allowance</u>	<u>38</u>	<b><u>TOTAL 5 YEAR HOUSING SUPPLY</u></b>	<b><u>2,309</u></b>	<u>Local Plan Period</u>	<u>5 year period</u>	<u>Annual Housing Requirement for this 5 year period</u>	<u>Backlog from previous years in the Plan</u>	<u>20% buffer calculation</u>	<u>5 Year Housing Requirement Calculation including 20% buffer and backlog</u>	<u>5 Year Housing Requirement including 20% buffer and backlog</u>	<u>5 Year Housing Supply</u>	<u>Annual Housing Requirement including backlog and 20% buffer</u>	<u>No. years of supply</u>	<u>2019 - 2036</u>	<u>2021 - 2026</u>	<u>185</u>	$\frac{416 - 171}{5} = 245$	$\frac{5 \times 185 + 24}{5 / 100 \times 20} = 234$	$\frac{5 \times 185 + 24}{5} + 234 =$	<u>1404</u>	<u>2309</u>	$\frac{185 + (245 / 5) + 20\%}{280.8} =$	<u>8.2</u>
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Therefore, based on the housing requirement of 208 dwellings per year (2019/20- 2020/21) and 185 dwellings per annum thereafter (including a backlog and 20% buffer), the Council can demonstrate an **8.2 year housing supply** for the period 2021 – 2026. This is set out in Table 5 below:

Table 5: Calculation of the 5-year housing land supply (2021 -2026)

<u>Component</u>	<u>Calculation</u>	<u>Amount</u>
<u>5 Year Housing Requirement</u>		<u>1404 dwellings</u>
<u>One year requirement</u>	<u>1,561 / 5</u>	<u>280.8 dwellings</u>
<u>5 Year Housing Supply</u>		<u>2,309 dwellings</u>
<u>Years of Supply</u>	<u>2,309 / 280.8</u>	<u>8.2 years</u>

Table 6 provides an overview of the overall land supply incorporating sources, for the plan period to 2036. The table is split into tranches of expected delivery. At Appendix 4 there is also a Housing Trajectory. The supply data is correct at 31<sup>st</sup> March 2021 and will be updated annually and published on the Council’s website alongside the annual 5 Year housing land supply report.

Table 6: Overall Housing Land Supply (2019-2036)

<u>Sources of supply</u>	<u>Years 1-5</u> <u>(2019/20 –</u> <u>2023/24)</u>	<u>Years 6-10</u> <u>(2024/25 –</u> <u>2028/29)</u>	<u>Years 11-17</u> <u>(2029/30-</u> <u>2033/36)</u>	<u>TOTAL</u>
<u>Dwellings completed in Year 1 (2019/20)<sup>1</sup></u>	<u>94</u>	<u>N/A</u>	<u>N/A</u>	<u>94</u>
<u>Dwellings completed in Year 2 (2020/21)</u>	<u>77</u>	<u>N/A</u>	<u>N/A</u>	<u>77</u>

<sup>1</sup> In 2019/20, 34 dwellings were completed on site allocations and 60 dwellings were built on other committed sites (a total of 94 dwellings).

			<u>Remaining dwellings on allocated sites:</u>	<u>417</u>	<u>1135</u>	<u>122</u>	<u>1674</u>																																																				
			<u>Remaining dwellings on other committed sites:</u>	<u>770</u>	<u>322</u>	<u>0</u>	<u>1092</u>																																																				
			<u>Small Sites Allowance</u>	<u>0</u>	<u>95</u>	<u>133</u>	<u>228</u>																																																				
			<b><u>TOTAL</u></b>	<b><u>1358</u></b>	<b><u>1552</u></b>	<b><u>255</u></b>	<b><u>3165</u></b>																																																				
MM008	HS2	Pages 19 to 22	<p><b>Policy HS2: Housing Site Allocations</b></p> <p>The following sites, shown on the adopted Policies Map, have been allocated for housing development. Applicants will be expected to prepare Masterplans for sites of 50 dwellings or over in order to provide a comprehensive approach to development of the site:</p> <p><u>Table 4 7: Housing Site Allocations</u></p> <table border="1"> <thead> <tr> <th>Housing Allocation Ref.</th> <th>Site name</th> <th>Net developable area (ha)</th> <th>No. of units proposed</th> <th>Density (dwellings per hectare)</th> <th>Delivery Timescale</th> <th>Greenfield/Brownfield</th> <th>Allocation</th> <th>Policy</th> <th>Site Specific Policy</th> </tr> </thead> <tbody> <tr> <td colspan="10" style="text-align: center;"><b>Rawtenstall, Crawshawbooth, Goodshaw and Loveclough</b></td> </tr> <tr> <td>H1</td> <td>Greenbridge Mill (Hall Carr Mill) Lambert Haworth</td> <td>1.28</td> <td>64</td> <td>50</td> <td>Years 1-5</td> <td>Brownfield</td> <td>Housing</td> <td>HS2</td> <td></td> </tr> <tr> <td>H1</td> <td>Magistrates Court, Rawtenstall</td> <td>0.02</td> <td>11</td> <td>550</td> <td>Years 1-5</td> <td>Brownfield</td> <td>Housing</td> <td>HS2</td> <td></td> </tr> <tr> <td>H3</td> <td>Land at former Oakenhead Resource Centre</td> <td>0.69</td> <td>19</td> <td>28</td> <td>Years 1-5</td> <td>Brownfield</td> <td>Housing</td> <td>HS2</td> <td></td> </tr> </tbody> </table>							Housing Allocation Ref.	Site name	Net developable area (ha)	No. of units proposed	Density (dwellings per hectare)	Delivery Timescale	Greenfield/Brownfield	Allocation	Policy	Site Specific Policy	<b>Rawtenstall, Crawshawbooth, Goodshaw and Loveclough</b>										H1	Greenbridge Mill (Hall Carr Mill) Lambert Haworth	1.28	64	50	Years 1-5	Brownfield	Housing	HS2		H1	Magistrates Court, Rawtenstall	0.02	11	550	Years 1-5	Brownfield	Housing	HS2		H3	Land at former Oakenhead Resource Centre	0.69	19	28	Years 1-5	Brownfield	Housing	HS2	
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			<del>H4</del> H2	Turton Hollow, Goodshaw	4 <u>0.87</u>	<del>30-26</del>	30	Years <del>1-5-6-</del> 10	Mixed but largely greenfield	Housing	HS2	
			<del>H5</del> H3	Swinshaw Hall, Loveclough	1.72	47	<del>27</del> 26	Years 1-5	Greenfield	Housing	HS2	Yes
			<del>H6</del> H4	Land south of 1293 Burnley Road, Loveclough	0.19	5	26	Years <del>1-5-6-</del> 10	Greenfield	Housing (Self Build)	HS20	
			<del>H7</del> H5	Land Adjacent Laburnum Cottages, Goodshaw	0.31	10	32	Years <del>1-5-6-</del> 10	Greenfield	Housing	HS2	Yes
			<del>H8</del> H6	Oak Mount Garden, Rawtenstall	0.29	9	31	Years <del>1-5-6-</del> 10	Greenfield	Housing	HS2	Yes
			H9	<del>Land off Oaklands and Lower Cribden Avenue</del>	1.57	<del>31-34</del>	20	Years 1-5	Greenfield	Housing	HS2	
			<del>H10</del> H7	Land at Bury Road, Rawtenstall	0.25	7	28	Years <del>1-5-6-</del> 10	Greenfield	Housing	HS2	Yes
			<del>H11</del> H8	The Hollins, Hollin Way	2.62	70	27	Years 1-15	Greenfield	Housing	HS2	
			<del>H12</del> H9	Reedsholme Works, Rawtenstall	2.19	110	50	Years 1-5-15	Brownfield	Housing	HS2	
			<del>H13</del> H10	Loveclough Working Mens Club and land at rear and extension	3.2	<del>95-94</del>	<del>30</del> 29	Years 1-5-10	Mixed	Housing	HS2	
			<del>H14</del> H11	Hall Carr Farm, off Yarraville Street	1.07	26	24	Years <del>1-5-6-</del> 10	Greenfield	Housing	HS2	
			H15	<del>Willow Avenue off Lime Tree Grove</del>	0.35	40	29	Years <del>11-15</del>	Greenfield	Housing	HS2	

			<del>H46</del> H12	Land East of Acrefield Drive	0.61	18	30	Years 11-15	Greenfield	Housing	HS2	
			<del>H47</del> H13	Land south of Goodshaw Fold Road	0.23	7	30	<del>6-10-1-5</del> 5	Greenfield	Housing	HS2	
			<del>H48</del> H14	Carr Barn and Carr Farm	1.24	25	20	Years 6-10	Greenfield	Housing	HS2	Yes
			<del>H49</del> H15	Land off Lower Clowes Road, New Hall Hey	0.27	7	26	<del>6-10</del> Years 11-15	Greenfield	Housing	HS2	
<b>Bacup, Stacksteads, Britannia and Weir</b>												
			<del>H20</del> H16	Old Market Hall, Bacup	0.16	16	100	<del>4-5-6-10</del> 10	Brownfield	Housing	HS2	Yes
			<del>H24</del> H17	Reed Street, Bacup	0.42	<del>13-22</del>	<del>34</del> 52	Years 1-5	Brownfield	Housing	HS2	
			<del>H22</del> H18	Former Bacup Health Centre	0.2	<del>22-12</del>	<del>110</del> 60	Years 1-5	Brownfield	Housing (Specialist Housing)(Special needs)	HS19	
			<del>H23</del> H19	Glen Mill, 640 Newchurch Road, Stacksteads	0.17	9	53	Years 1-5	Brownfield	Housing	HS2	
			<del>H24</del> H20	The Former Commercial Hotel, 318A, 316B and 316C Newchurch Road	0.04	7	175	Years 1-5	Brownfield	Housing	HS2	
			<del>H25</del> H21	Land at Blackwood Road, Stacksteads	1.37	41	30	<del>4-5-6-10</del> 10	Mixed	Housing	HS2	Yes
			<del>H26</del> H22	Land off Greensnook Lane, Bacup	1.43	26	18	Years 1-5-10	Greenfield	Housing	HS2	
			<del>H27</del> H23	Land off Fernhill Drive, Bacup	0.15	5	33	Years 6-10	Greenfield	Housing	HS2	

			<del>H28</del> H24	Sheephouse Reservoir, Britannia	2.1	63	30	Years <del>6-10</del> 1-5	Greenfield	Housing	HS2	Yes
			<del>H29</del> H25	Land off Pennine Road, Bacup	2.8	<del>84</del> 71	30	Years <del>1-5</del> 6-10	Greenfield	Housing	HS2	Yes
			<del>H30</del> H26	Tong Farm, Bacup	1.7	51	30	Years <del>4-5</del> 6-10	Greenfield	Housing	HS2	
			<del>H34</del> H27	Lower Stack Farm	0.32	10	31	Years <del>4-5</del> 6-10	Greenfield	Housing	HS2	Yes
			<del>H32</del> H28	Booth Road/Woodland Mount, Brandwood	0.35	<del>40</del> 14	<del>29</del> 40	Years 1-5	Greenfield	Housing	HS2	
			<del>H33</del> H29	Land off Rockcliffe Road and Moorlands Terrace, Bacup	3.22	63	20	Years 1-5 6-10	Greenfield	Housing	HS2	
			<del>H34</del> H30	Land at Higher Cross Row, Bacup	0.53	<del>47</del> 10	32	Years 6-10	Greenfield	Housing	HS2	Yes
			<del>H35</del> H35	<del>Shadlock Skip, Stacksteads</del>	<del>0.72</del> 0.67	22	31	Years <del>6-10</del> 11-15	Brownfield	Housing	HS2	
			<del>H36</del> H31	Hare and Hounds Garage, Newchurch Road, Stacksteads	0.15	9	60	Years 6-10	Brownfield	Housing	HS2	
			<del>H37</del> H32	Land off Gladstone Street, Bacup	2.1	63	30	Years 6-10	Mixed	Housing	HS2	Yes
			<del>H38</del> H33	Land off Burnley Road and Meadows Avenue, Bacup	0.13	6	46	Years <del>6-10</del> 1-5	Greenfield	Housing	HS2	

			<del>H39</del> H34	Land off Cowtoot Lane, Bacup	<del>5.93</del> 3.13	<del>151</del> 94	<del>25</del> 30	Years 1-10	Greenfield	Housing	HS2	Yes
			<del>H40</del> H35	Land off Todmorden Road, Bacup	2.98	53	18	<del>Years 1-5</del> 10	Greenfield	Housing	HS2	Yes
			<del>H41</del> H41	<del>Thorn Bank,</del> Bacup	1.55	46	30	<del>Years 6-10</del>	Greenfield	Housing	HS2	
			<del>H42</del> H36	Land south of The Weir Public House	1.77	52	29	Years 6-10	Greenfield	Housing	HS2	
			<del>H43</del> H37	Land west of Burnley Road, Weir	0.46	10	22	Years 6-10	Greenfield	Housing	HS2	
			<del>H44</del> H38	Irwell Springs, Weir	2.48	46	19	Years 1-5	Greenfield	Housing	HS2	
<b>Haslingden and Rising Bridge</b>												
			<del>H45</del> H39	Former Haslingden Police Station, Manchester Road	0.12	8	67	Years 1-5	Brownfield	Housing	HS2	
			<del>H46</del> H40	1 Laburnum Street	0.04	8	200	<del>Years 1-5-6-</del> 10	Brownfield	Housing	HS2	
			<del>H47</del> H41	Land at Kirkhill Avenue, Haslingden	0.74	22	30	<del>Years 1-5-6-</del> 10	Greenfield	Housing	HS2	Yes
			<del>H48</del> H42	Land Off Highfield Street	0.45	13	29	<del>Years 1-5-6-</del> 10	Greenfield	Housing	HS2	
			<del>H49</del> H43	Land adjacent 53 Grane Road	0.15	5	33	<del>Years 1-5-6-</del> 10	Greenfield	Housing	HS2	
			<del>H50</del> H44	Land Adjacent Park Avenue/Criccieth Close	1	30	30	Years 1-5	Greenfield	Housing	HS2	Yes

			<u>H54</u> <u>H45</u>	Land to side and rear of Petrol Station, Manchester Road	0.16	6	38	Years 6-10	Brownfield	Housing	HS2	Yes
			<u>H52</u> <u>H46</u>	Land to the rear of Haslingden Cricket Club	0.74	30	41	Years 1-5	Greenfield	Housing	HS2	Yes
<b>Waterfoot, Lumb, Cowpe and Water</b>												
			<u>H53</u>	Waterfoot Primary School	0.4	24	53	Years 1-5	Brownfield	Housing (Special needs)	HS19	
			<u>H54</u> <u>H47</u>	Land at Ashworth Road, Water	0.06	6	100	Years 1-5	Brownfield	Housing	HS2	
			<u>H55</u> <u>H48</u>	Carr Mill and Bolton Mill, Cowpe	0.07	11	157	Years 6-10	Brownfield	Housing	HS2	
			<u>H56</u> <u>H49</u>	Knott Mill Works, Pilling Street and Orchard Works, Miller Barn Lane	0.06	5	83	Years 6-10	Brownfield	Housing	HS2	
			<u>H57</u> <u>H50</u>	Foxhill Drive	0.22	7	32	Years 1-5	Greenfield	Housing	HS2	Yes
			<u>H58</u> <u>H51</u>	Land off Lea Bank	0.31	9	29	Years 6-10	Greenfield	Housing (Self Build)	HS20	Yes
			<u>H59</u> <u>H52</u>	Land Adjacent Dark Lane Football Ground	1.95	<del>80</del> <u>95</u>	<del>41</del> <u>48</u>	Years 1-5 <u>10</u>	Mixed	Housing	HS2	
			<u>H60</u> <u>H53</u>	Johnny Barn Farm and land to the east, Cloughfold	4.55	80	18	Years 1-5 <u>10</u>	Greenfield	Housing	HS2	Yes
			<u>H64</u> <u>H54</u>	Hareholme, Staghills	0.33	9	27	Years 6-10	Greenfield	Housing (Self Build)	HS20	Yes

			<del>H62</del> H55	Land off Peel Street, Cloughfold	0.28	8	29	Years 6-10	Greenfield	Housing	HS2	Yes
			H63	<del>Hollin Farm,</del> Waterfoot	0.18	5	28	<del>Years 6-10</del>	Greenfield	Housing	HS2	
			<del>H64</del> H56	Hargreaves Fold Lane, Chapel Bridge, Lumb	0.75	23	31	Years 6-10	Greenfield	Housing	HS2	Yes
<b>Whitworth, Facit and Shawforth</b>												
			<del>H65</del> H57	Albert Mill, Whitworth	1.14	<del>49</del> 85	<del>43</del> 74	Years 1-5-10	Brownfield	Housing	HS2	
			<del>H66</del> H58	Land North Of King Street	0.17	5	29	Years 6-10	Greenfield	Housing	HS2	
			H67	<del>Land Behind</del> Buxton Street	0.41	28	68	<del>Years 1-5</del>	Greenfield	Housing (Special needs)	HS19	
			<del>H68</del> H59	Former Spring Mill (land off eastgate and westgate)	3.7	<del>111</del> 119	<del>30</del> 32	Years 1-10	Brownfield	Housing	HS2	
			H69	<del>Cowm water</del> treatment works, Whitworth	0.68	20	29	<del>Years 6-10</del>	Mixed	Housing	HS2	
<b>Edenfield, Helmshore, Irwell Vale and Ewood Bridge</b>												
			<del>H70</del> H60	Irwell Vale Mill	1.43	<del>45</del> 30	<del>31</del> 21	Years 1-5	Mixed	Housing	HS2	Yes
			<del>H74</del> H61	Land East of Market Street, Edenfield	0.31	9	29	<del>Years 1-5-6-10</del>	Brownfield	Housing	HS2	Yes
			<del>H72</del> H62	Land west of Market Street, Edenfield	<del>15.2</del> 5 13.7 4	400	<del>26</del> 29	<del>Years 6-1-15</del>	Greenfield	Housing	HS32	Yes

			<del>H73</del> H63	Edenwood Mill, Edenfield	<del>0.94</del> 0.99	47	50	Years <del>6-10</del> 1-5	Mixed	Housing	HS2	Yes
			<del>H74</del> H64	Grane Village, Helmshore	4	<del>174</del> 139	44 35	Years 1-10	Mixed but largely greenfield	Housing	HS2	Yes
<b>Mixed-use including residential</b>												
			M1	Waterside Mill, Bacup	0.09	39	433	Years 6-10	Brownfield	Mixed-use	EMP2	
			M2	<del>Spinning Point,</del> Rawtenstall	1.56	28	48	Years 1-5	Brownfield	Mixed-use	EMP2	
			<del>M3</del> M2	Isle of Man Mill, Water	0.54	16	30	Years 6-10	Mixed	Mixed-use	EMP2	
			M4	<del>Futures Park,</del> Bacup	*	4 transit site for Gypsies and Travellers to include up to 4 pitches			Mixed	Mixed-use	EMP2 and HS18	
			<b>Total area, total number of dwellings and average density</b>		<del>95.4</del> 4 <del>93.5</del> 5	<del>2853</del> <del>2825</del>	<del>53</del> <del>35</del>					
<p><i>*To be determined as part of the master planning approach</i></p> <p><i>Please note that the table above includes extant planning permissions which have not started or are still being built out, and are not expected to be completed this financial year. <u>Column 10 identifies sites with planning permission for part or all of the site at 31<sup>st</sup> March 2021. Further detail relating to planning permissions can be found in the Housing Update Paper (August 2021) The Housing Trajectory will be updated annually and will be made publically available on the Council's website in the 5 Year Land Supply Report which will be saved in the Monitoring Section of the Local Plan pages.</u></i></p>												

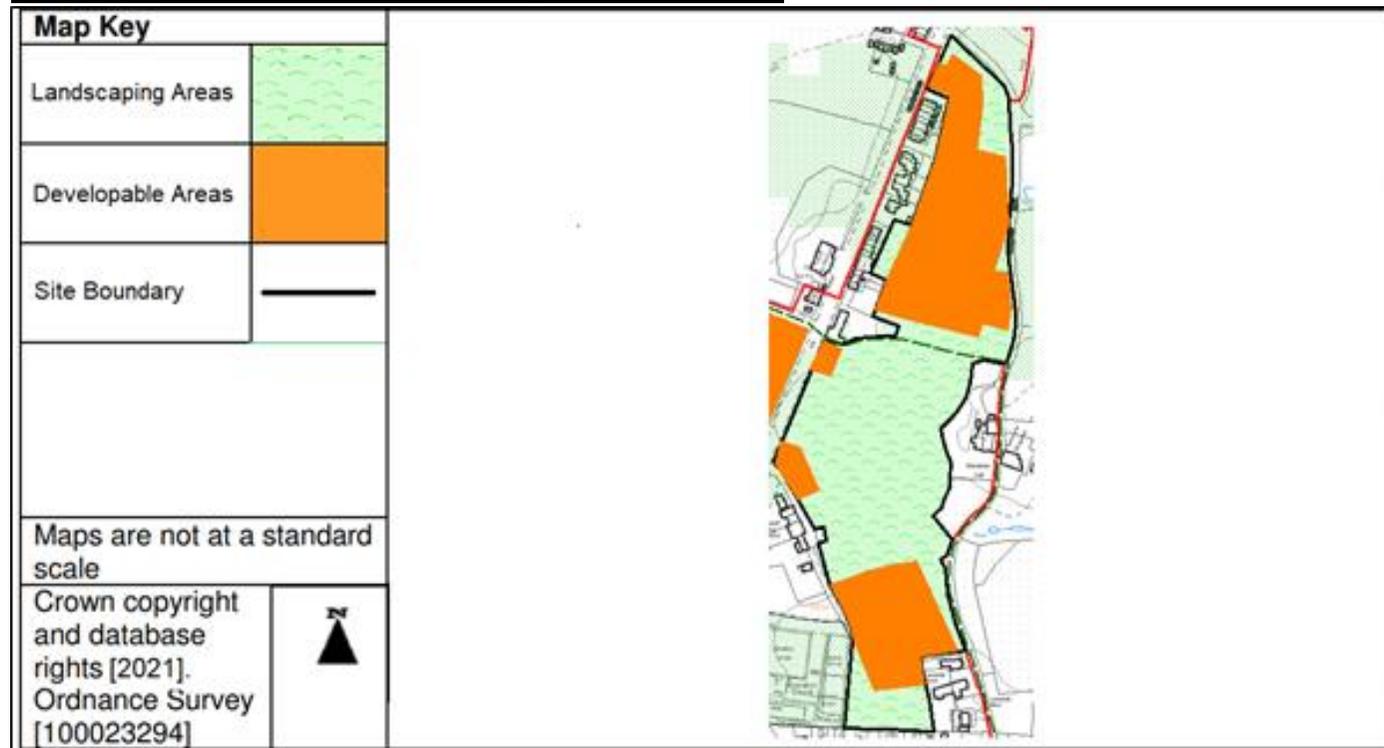
		<p>New Para above Para 55 page 22 and Para 55</p>	<p><b>Explanation</b></p> <p><u>Table 7 provides a list of housing allocations and the status of each site at 31<sup>st</sup> March 2021. The final column of the table identifies sites that have site specific policies which should be referred to prior to submitting a planning application to ensure that the site specific policy requirements are met for individual sites. Site specific policies are additional requirements that should be met in conjunction with other Local Plan Policies.</u></p> <p>The National Planning Policy Framework (NPPF) requires the Council to maintain a five year land supply of specific ‘deliverable’ sites that can meet the housing need for the next five years, plus the relevant buffer for any previous under-delivery. Sites are considered ‘deliverable’ if they are available now, in a suitable location for development, and with a realistic prospect that the houses can be delivered within the next five years. It is expected that approximately <del>4600</del> <u>920</u> units will be built on allocated sites within the first five years of the Local Plan period (April 2019 to April 2024) providing a healthy supply of land to meet the Borough’s housing need. The NPPF also requires Local Planning Authorities to identify a supply of ‘developable’ sites to deliver houses within the next 6 to 10 years and if possible for years 11-15. In order to be considered ‘developable’, sites should be in a sustainable location for housing and they should be available or achievable by a certain point in time.</p>
MM009		<p>New Policies starting at Page 23 Below para 59</p>	<p><b>HOUSING SITE SPECIFIC POLICIES</b></p> <p><b><u>H5 H3 – Swinshaw Hall, Loveclough</u></b></p> <p><u>Development of up to 47 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"> <li>1. <u>Comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation;</u></li> <li>2. <u>The development is implemented in accordance with an agreed design code;</u></li> </ol>

			<ol style="list-style-type: none"><li>3. <u>A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. This should provide details of a suitable vehicular access from Burnley Road, including access by pedestrians and cyclists and all required mitigation measures, such as relocation of the bus stop;</u></li><li>4. <u>A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby non-designated heritage asset known as Swinshaw Hall; and to also ensure the development makes a positive contribution to the Loveclough Fold Conservation Area;</u></li><li>5. <u>Archaeological investigation of the area south of Swinshaw Hall for a potential historic burial ground;</u></li><li>6. <u>Measures to deal with minerals identified at the site are submitted and agreed prior to development taking place on site;</u></li><li>7. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Grassland Ecological Network and stepping stone habitat located within the site;</u></li><li>8. <u>A Landscape Assessment is submitted with details relating to layout, design and landscaping, showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li>9. <u>A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li>10. <u>A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li>11. <u>New on-site open space is provided which leads to equivalent or better provision of open space in the area. The on-site open space should provide a functional parkland setting for Swinshaw Hall with details of an on-site play area in accordance with the parameters plan below;</u></li><li>12. <u>Details are submitted which clarify the relationship between the development and the adjacent retained Loveclough Park;</u></li></ol>
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		<p>13. <u>A Health Impact Assessment is submitted with its recommendations secured and agreed prior to development taking place on site;</u></p> <p>14. <u>A contribution to the creation of car parking provision within the centre of Crawshawbooth;</u></p> <p>15. <u>A contribution towards increased school provision within the area (if identified as necessary).</u></p> <p><u>Explanation</u></p> <p><u>Rossendale Borough Council requires a masterplan for the development of the site and will work in partnership with key landowners and key stakeholders to ensure a masterplan is prepared. Implementation of development must be in accordance with an agreed Design Code across the whole site allocation.</u></p> <p><u>The Transport Assessment should identify the necessary measures required to improve accessibility and safety for all modes of travel, particularly for more sustainable forms of travel. The development will require a new highway junction in the form of a simple priority junction with Burnley Road to be created. Swinshaw Hall is considered to be a non-designated heritage and sits to the east of the site, with its wider setting located within the site allocation. As such, development would have to consider the effect of the development on the significance of the heritage asset. There is strong local belief that a former Quaker Burial ground is located towards the southern end of the site, south of the hedgerow between Goodshaw Lane and Broad Ing House, and therefore an archaeological investigation of the relevant areas included in the developable areas would need to be undertaken. The site is located within a mineral safeguarding area, as shown on the Policies Map for the Joint Lancashire Minerals and Waste Local Plan. Most of the site is identified as a stepping stone habitat for the Lancashire Ecological Network for Grassland. The site has strong landscape character and development should include appropriate landscape measures to minimise adverse visual impact. Parts of the site are at risk of surface water flooding. New on-site open space should be provided in accordance with Policy HS10 with the wider setting of Swinshaw Hall enhanced as part of the development, and on-site play facilities secured with their location agreed with the local planning authority. Loveclough Park is located immediately to the west of the southern part of the site allocation and details of how the development would relate to this area, which includes areas of open space, should be provided. The Health Impact</u></p>
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		<p><u>Assessment should identify the health impacts of the development and propose recommendations to maximise the positive impacts and minimise the negative impacts, whilst maintaining a focus on addressing health inequalities.</u></p> <p><u>The closest Local Centre to the site, with the associated necessary facilities, is Crawshawbooth which has identified issues in respect of parking. Given the proximity of the site to the Local Centre the development of this site will be expected to identify and contribute to parking solutions within the Local Centre. Crawshawbooth Primary School is operating close to capacity and the additional houses will create further infrastructure pressures. A contribution to expanding capacity at the local school(s) might be required to support the development.</u></p>
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**Figure 1: Swinshaw Hall Loveclough Location Plan**



**H7-H5 – Land adjacent Laburnum Cottages, Goodshaw**

Development of up to 10 dwellings will be supported provided that:

1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall;
2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby Grade II listed building Church of St Mary and All Saints.

		<p><u>Explanation</u></p> <p><u>Owing to the available area for development and the proposed capacity of H5, the Council does not consider it appropriate to provide on-site open space provision if development of the site is for 10 or more dwellings. The nearby site of open space provision identified as KKP 95 in the OSA should be prioritised for enhancement, including the ancillary play facilities KKP 95.1 and 95.2 located on site. Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation.</u></p> <p><b><u>H8 H6 – Oak Mount Garden, Rawtenstall</u></b></p> <p><u>Development of up to 9 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby non-designated heritage asset known as Oak Mount.</u></li></ol> <p><u>Explanation</u></p> <p><u>Oak Mount is located immediately to the north of H6 and is considered to be a non-designated heritage asset. Development would have to consider the effect of the development on the significance of the non-designated heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation.</u></p> <p><b><u>H10 H7 – Land at Bury Road, Rawtenstall</u></b></p> <p><u>Development of up to 7 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall;</u></li><li><u>2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to ensure the development does not have a detrimental impact on the Rawtenstall Conservation Area;</u></li></ol>
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		<ol style="list-style-type: none"><li>3. <u>No development takes place that would adversely affect the mature woodland to the west of the site running alongside the River Irwell;</u></li><li>4. <u>A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li>5. <u>A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary.</u></li></ol> <p><u>Explanation</u></p> <p><u>The nearby sites of open space provision identified as KKP 42, KKP 44, and KKP 45 in the OSA should be prioritised for enhancement. The southern boundary of the Rawtenstall Conservation Area is located approximately 80m to the north of the site allocation and consideration should be given to the potential impact of the development to this area. The site's developable area has been reduced to accommodate the retention of the belt of mature trees located along the River Irwell. The site adjoins land located within Flood Zone 2 and 3.</u></p> <p><b><u>H13 H10 Policy HS4: Loveclough</u></b></p> <p><u>Development of up to 94 dwellings will be supported that:</u></p> <ol style="list-style-type: none"><li>1. <u>Comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation;</u></li><li>2. <u>The development is implemented in accordance with an agreed design code;</u></li><li>3. <u>A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site;</u></li><li>4. <u>A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to ensure the development does not have a detrimental impact on the Loveclough Fold Conservation Area;</u></li><li>5. <u>Measures to deal with minerals identified at the site are submitted and agreed prior to development taking place on site;</u></li></ol>
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			<ol style="list-style-type: none"><li>6. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Grassland Ecological Network and stepping stone habitat located within the site;</u></li><li>7. <u>A Landscape Assessment is submitted with details relating to layout, design and landscaping, showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li>8. <u>A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li>9. <u>New on-site open space is provided which leads to equivalent or better provision of open space in the area;</u></li><li>10. <u>A Health Impact Assessment is submitted with its recommendations secured and agreed prior to development taking place on site;</u></li><li>11. <u>A contribution to the creation of car parking provision within the centre of Crawshawbooth.</u></li></ol> <p><u>Explanation</u></p> <p><u>Rossendale Borough Council requires a masterplan for the development of the site and will work in partnership with key landowners and key stakeholders to ensure a masterplan is prepared. Implementation of development must be in accordance with an agreed Design Code across the whole site allocation.</u></p> <p><u>The Transport Assessment should identify the necessary measures required to improve accessibility and safety for all modes of travel, particularly for more sustainable forms of travel. Loveclough Fold Conservation Area is located approximately 60m to the north of the site allocation and consideration should be given to the potential impact of the development to this area. The site is located within a mineral safeguarding area, as shown on the Policies Map for the Joint Lancashire Minerals and Waste Local Plan. Most of the site is classified as a wildlife corridor serving the Lancashire Ecological Network for Grassland and part of the site is identified as a stepping stone habitat. The site has strong landscape character and development should include appropriate landscape measures to minimise adverse visual impact. Parts of the site are at risk of surface water flooding. New on-site open space should be provided in accordance with Policy</u></p>
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		<p><u>HS10. The closest Local Centre to the site, with the associated necessary facilities, is Crawshawbooth which has identified issues in respect of parking. Given the proximity of the site to the Local Centre the development of this site will be expected to identify and contribute to parking solutions within the Local Centre. The Health Impact Assessment should identify the health impacts of the development and propose recommendations to maximise the positive impacts and minimise the negative impacts, whilst maintaining a focus on addressing health inequalities.</u></p> <p><u>This housing site allocation comprises four separate planning consents, should these consents be implemented a masterplan will not be required.</u></p> <p><b><u>H18 H14 – Carr Barn and Carr Farm</u></b></p> <p><u>Development of up to 25 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Transport Assessment is submitted taking into consideration the impact of the development on the capacity of the Rawtenstall Gyratory, with the mitigation measures identified in the Assessment delivered as part of the development;</u></li><li><u>2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby Grade II listed buildings: Carr Farm, Lomas Lane, and Gravestone in the Grounds of Carr House;</u></li><li><u>3. A landscape buffer zone using native planting is created along the eastern and southern boundaries of the development, and landscaping of an appropriate density and height is also implemented throughout the site to ‘soften’ the overall impact of the development.</u></li></ol> <p><u>Explanation</u></p> <p><u>The Highway Capacity Study 2018 identified that the Rawtenstall Gyratory could accommodate the first five years of the Local Plan but could not accommodate the full fifteen years of the Plan. Therefore, an improvement scheme for the Gyratory is required to meet the additional capacity created from years 5-15 of the Plan. Development would have to consider the effect of the development on the significance of the heritage assets and should safeguard the setting of the</u></p>
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		<p><u>designated heritage assets located within close proximity to the site allocation. A landscape assessment was undertaken for the site as part of the Lives and Landscape Assessment 2017 which recommended suitable mitigation measures for any future development.</u></p> <p><b><u>H20 H16 – Old Market Hall, Bacup</u></b></p> <p><u>Development of up to 16 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the Grade II listed Old Market Hall and its wider setting; and to also ensure the development makes a positive contribution to the Bacup Conservation Area.</u></li></ol> <p><u>Explanation</u></p> <p><u>The Old Market Hall is a Grade II listed building and is located within the Bacup Conservation Area. Development would have to consider the effect of the development on the significance of the heritage asset and should preserve the building and safeguard its setting. Consideration should also be given to the potential impact of the development on the Conservation Area.</u></p> <p><b><u>H25 H21 – Land at Blackwood Road, Stacksteads</u></b></p> <p><u>Development of up to 41 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve the setting of the nearby Grade II listed buildings: 22, 24 and 26, Rake Head Lane, and Waterbarn Baptist Chapel;</u></li><li><u>2. A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site.</u></li></ol>
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		<p><u>Explanation</u></p> <p><u>Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation. The Transport Assessment should identify the necessary measures required to improve accessibility and safety for all modes of travel, particularly for more sustainable forms of travel.</u></p> <p><b><u>H28 H24 – Sheepphouse Reservoir, Britannia</u></b></p> <p><u>Development of up to 63 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li>1. <u>A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li>2. <u>Development avoids land identified as a stepping stone habitat for the Wetland and Heath Ecological Network;</u></li><li>3. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Wetland and Heath Ecological Network and stepping stone habitat located within the site;</u></li><li>4. <u>A Landscape Assessment is submitted with details relating to layout, design and landscaping, showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li>5. <u>A landscape view is created around the stepping stone habitat and a landscape buffer zone is created using native planting along the northern boundary of the site;</u></li><li>6. <u>A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site.</u></li></ol> <p><u>Explanation</u></p>
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		<p><u>Part of the site is at high risk of surface water flooding. Most of the site is classified as a wildlife corridor serving the Lancashire Ecological Network for Wetland and Heath. Part of the site to the west is identified as a stepping stone habitat. Opportunities will exist to secure on-site improvements in biodiversity. A landscape assessment was undertaken for the site as part of the Lives and Landscape Assessment 2017 which recommended suitable mitigation measures for any future development. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required.</u></p> <p><b><u>H29 H25 – Land off Pennine Road, Bacup</u></b></p> <p><u>Development of up to 71 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. New on-site open space is provided and an off-site contribution is made towards enhancing existing sites of open space which lead to equivalent or better provision of open space in the area;</u></li><li><u>2. No development takes place that would adversely affect the mature belt of trees along the eastern boundary of the site and those to the north;</u></li><li><u>3. A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li><u>4. Vehicular access is taken from Fieldfare Way;</u></li><li><u>5. An Ecological Assessment is submitted which identifies the ecological value of the site and addresses any potential harm with suitable biodiversity enhancement measures to be delivered on site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>New on-site open space should be provided in accordance with Policy HS10, and existing sites of open space identified as KKP 123 and KKP 128 in the OSA should be prioritised for enhancement. The site’s developable area has been reduced to accommodate the retention of the mature trees on site. The proposed access is the only safe and adoptable access for the site. The site is of</u></p>
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		<p><u>ecological value and an Ecological Assessment would be required to accompany any planning application in line with ENV4.</u></p> <p><b><u>H31 H27 – Lower Stack Farm</u></b></p> <p><u>Development of up to 10 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve the setting of the nearby Grade II listed building Britannia Mill, New Line Bacup.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation.</u></p> <p><b><u>H33 H29 – Land off Rockcliffe Road and Moorlands Terrace, Bacup</u></b></p> <p><u>Development of up to 37 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve the setting of the nearby Grade II listed buildings: Lane Ends Farmhouse, and Church of St Saviour.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation. Part of the site has previously been granted planning</u></p>
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		<p><u>permission for no. 26 dwellings and this development is now complete. Therefore, the remaining developable area of the site has a capacity of 37 dwellings.</u></p> <p><b><u>H34 H30 – Land at Higher Cross Row, Bacup</u></b></p> <p><u>Development of up to 10 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to ensure the development does not have a detrimental impact on the Bacup Conservation Area;</u></li><li><u>2. New on-site open space is provided which leads to equivalent or better provision of open space in the area.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The southern boundary of H30 adjoins the Bacup Conservation Area and consideration should be given to the potential impact of the development to this area. New on-site open space should be provided in accordance with Policy HS10.</u></p> <p><b><u>H37 H32 – Land off Gladstone Street, Bacup</u></b></p> <p><u>Development of up to 63 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to ensure the development does not have a detrimental impact on the Bacup Conservation Area;</u></li><li><u>2. A landscape buffer zone using native tree planting is created to the rear of properties on Pennine Road and Gladstone Street, and landscaping of an appropriate density and height is also implemented throughout the site to ‘soften’ the overall impact of the development;</u></li></ol>
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		<ol style="list-style-type: none"><li>3. <u>A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li>4. <u>Access is taken from a single access point from between nos. 37 and 39 Gladstone Street;</u></li><li>5. <u>New on-site open space is provided and an off-site contribution is made towards enhancing existing sites of open space which lead to equivalent or better provision of open space in the area.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The southern boundary of the Bacup Conservation Area is located approximately 40m to the west of the site allocation and consideration should be given to the potential impact of the development to this area. A landscape assessment was undertaken for the site as part of the Lives and Landscape Assessment 2017 which recommended suitable mitigation measures for any future development. The site's developable area has been reduced to take into account the mature trees on site which should be protected as part of the site's development. The proposed access is the only safe and adoptable access for the site. New on site open space should be provided in accordance with Policy HS10, and existing sites of open space identified as KKP 123, KKP 128, and KKP 478 in the OSA should be prioritised for enhancement.</u></p> <p><b><u>H39 H34 – Land off Cowtoot Lane, Bacup</u></b></p> <p><u>Development of up to 94 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li>1. <u>A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site;</u></li><li>2. <u>Access to the site is taken from both Cowtoot Lane and Gordon Street with an internal estate road providing links between the two;</u></li><li>3. <u>A coal mining risk assessment is submitted alongside intrusive site investigations which inform the potential remedial works and/or mitigation measures necessary and guide the layout of the development;</u></li></ol>
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		<ol style="list-style-type: none"><li>4. <u>A Landscape Assessment is submitted with details relating to layout, design and landscaping showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li>5. <u>A landscape buffer zone using native species is created along the boundary of the Moorland Fringe landscape type identified within the site, and landscaping of an appropriate density and height is also implemented throughout the site to 'soften' the overall impact of the development;</u></li><li>6. <u>Existing boundaries of the site are retained and repaired where appropriate using dry stone walls;</u></li><li>7. <u>A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site;</u></li><li>8. <u>Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li>9. <u>An Ecological Assessment is submitted which identifies the ecological value of the site and addresses any potential harm with suitable biodiversity enhancement measures to be delivered on site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The Local Highway Authority would favour the site being accessed from both Cowtoot Lane and Gordon Street with the internal estate road of the development providing links between the two as this would reduce the direct impact of the development on either of these routes and allow residents to make an informed choice as to the appropriate route to take accounting for the prevailing traffic conditions. The Transport Assessment should identify the necessary measures required to improve accessibility and safety for all modes of travel, particularly for more sustainable forms of travel.</u></p> <p><u>The site is in an area of recorded and likely unrecorded mine workings at shallow depth and the Coal Authority have advised that that there are 3 mine entries (adits) along the northern boundary of the site. The site has strong landscape character with part of the site located within the</u></p>
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		<p><u>Moorland Fringe Landscape Character Type. As such, development should include appropriate landscape measures to minimise adverse visual impact. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required. Parts of the site are at risk of surface water flooding. The site is of ecological value and an Ecological Assessment would be required to accompany any planning application in line with ENV4.</u></p> <p><b><u>H40 H35 – Land off Todmorden Road, Bacup</u></b></p> <p><u>Development of up to 53 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Landscape Assessment is submitted with details relating to layout, design and landscaping showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li><u>2. A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li><u>3. Existing boundaries of the site are retained and repaired where appropriate using dry stone walls;</u></li><li><u>4. Access is taken from a single access point from Todmorden Road (subject to site being delivered under one comprehensive scheme);</u></li><li><u>5. A coal mining risk assessment is submitted alongside intrusive site investigations which inform the potential remedial works and/or mitigation measures necessary and guide the layout of the development;</u></li><li><u>6. Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li><u>7. An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Grasslands Networks habitat.</u></li></ol> <p><b><u>Explanation</u></b></p>
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		<p><u>The site has strong landscape character and development should include appropriate landscape measures to minimise adverse visual impact. The Local Highway Authority considers a single access point taken from Todmorden Road to be the preferred option if the site is to be delivered as a whole. The site is in an area of recorded and likely unrecorded mine workings at shallow depth and the Coal Authority have advised two mine entries may be present on site, one adjacent to the site boundary with Todmorden Road and one adjacent to the site boundary with Old Todmorden Road. Parts of the site are at risk of surface water flooding. Part of the site is classified as a wildlife corridor serving the Lancashire Ecological Network for Wetland and Heath.</u></p> <p><b><u>H47-H41 – Land at Kirkhill Avenue, Haslingden</u></b></p> <p><u>Development of up to 22 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. New on-site open space is provided which leads to equivalent or better provision of open space in the area;</u></li><li><u>2. Vehicular access is taken solely from Kirkhill Avenue with cycle and pedestrian links to Kirkhill Road;</u></li><li><u>3. An Ecological Assessment is submitted which identifies the ecological value of the site and addresses any potential harm with suitable biodiversity enhancement measures to be delivered on site;</u></li><li><u>4. A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site;</u></li><li><u>5. A Landscape Assessment is submitted with details relating to layout, design and landscaping showing how the development would respect the landscape character of the site and the views into and from the site;</u></li><li><u>6. Landscaping of an appropriate density and height is implemented throughout the site to ‘soften’ the overall impact of the development.</u></li></ol> <p><b><u>Explanation</u></b></p>
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		<p><u>New on-site open space should be provided in accordance with Policy HS10. It is not considered that a safe and suitable vehicular access from Kirkhill Road can be achieved, and therefore vehicular access would have to be taken from Kirkhill Avenue. However, agreement would have to be reached with the relevant street managers for the use of and access on to Moorland Rise and Kirkhill Avenue as parts or all of these roads are privately maintained. The site is of ecological value and adjoins a wildlife ecological corridor serving the Lancashire Grassland Ecological Network. Therefore, an Ecological Assessment would be required to accompany any planning application in line with Policy ENV4. The site's developable area has been reduced to accommodate the retention of the existing woodland across the site. The site has strong landscape character and development should include appropriate landscape measures to minimise adverse visual impact.</u></p> <p><b><u>H49 H43 – Land adjacent 53 Grane Road, Haslingden</u></b></p> <p><u>Development of up to 5 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall;</u></li><li><u>2. A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>H43 forms part of a larger site of open space identified as KKP 22 in the OSA and this should be prioritised for enhancement. The site's developable area has been reduced to accommodate the retention of the existing mature trees on the site.</u></p> <p><b><u>H50 H44 – Land Adjacent Park Avenue/Cricceth Close, Haslingden</u></b></p>
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		<p><u>Development of up to 30 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. New on-site open space is provided and an off-site contribution is made towards enhancing existing sites of open space which lead to equivalent or better provision of open space in the area;</u></li><li><u>2. Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li><u>3. A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>New on-site open space should be provided in accordance with Policy HS10, and existing sites of open space identified in the OSA as KKP 19, KKP 318, and KKP 381 (including the ancillary play facilities located on KKP 381) should be prioritised for enhancement. Part of the site is at high risk of surface water flooding. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required.</u></p> <p><b><u>H51 H45 – Land to side and rear of Petrol Station, Manchester Road</u></b></p> <p><u>Development of up to 6 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby Grade II listed building Church of St Peter, and the Grade II* listed building Grane Mill, Haslingden, including boundary walls and north yard;</u></li><li><u>2. A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site.</u></li></ol> <p><b><u>Explanation</u></b></p>
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		<p><u>Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation. The site has recorded areas of contaminated land connected to historic land uses, and the site's existing use is a filling station. Therefore, investigations and relevant mediation measures will be required.</u></p> <p><b><u>H52 H46 – Land to the rear of Haslingden Cricket Club Haslingden Cricket Club, land off Private Lane</u></b></p> <p><u>Development of approximately 30 dwellings and enhanced cricket facilities will be supported provided that</u></p> <ol style="list-style-type: none"><li><u>1. The redevelopment of the entire site will be in general accordance with the parameters plan shown below, which indicates the area for housing shaded orange (reference to Policy HS2) and the area for the retention and improvement of the existing sports and recreation facilities shaded green and reference to Policy LT1, and subject to the criteria listed below:</u></li></ol> <p><u>Figure 2: Haslingden Cricket Club Parameters Plan</u></p>
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2. A masterplan for the whole site with an agreed programme of implementation to be submitted as part of a planning application in general accordance with the parameters plan;
3. Retain at least an equivalent quantity of land and ancillary facilities to accord with Policy LT1 for the continued operation of Haslingden Cricket Club including the provision of a pitch, practice net area, and an element of car parking to serve the cricket club;
4. Include for the provision of a new, relocated pavilion to serve the cricket club and other local community functions, of an equivalent or greater size to the existing facilities, together with improved changing facilities. All relocated and improved facilities should meet the England and Wales Cricket Board design requirements;

			<ol style="list-style-type: none"><li>5. <u>Provide for the relocation of the training wicket off-site to land at Haslingden High School, prior to any development taking place;</u></li><li>6. <u>Provide satisfactory measures to protect both the proposed dwellings and surrounding existing dwellings from the risk of ball strike from the adjacent cricket pitch, where adequate safety margins are not in place. The measures should be informed by a Ball Strike Risk Assessment and Mitigation Strategy and approved as part of any subsequent planning application for the housing development ;</u></li><li>7. <u>Provide satisfactory measures to protect both the proposed dwellings and surrounding existing dwellings from noise from the adjacent cricket ground. The measures should be informed by a Noise Assessment and Mitigation Strategy and approved as part of any subsequent planning application for the housing development;</u></li><li>8. <u>Deliver approximately 30 houses in the western part of the site to the rear of the existing properties on Grasmere Road;</u></li><li>9. <u>Provide satisfactory vehicular access to the new residential properties off Private Lane;</u></li><li>10. <u>Provide a satisfactory new vehicular access from Clod Lane to serve the cricket ground;</u></li><li>11. <u>Provide a safe and convenient pedestrian and cyclist access to the site, linking it to the footpath and cycleway network;</u></li><li>12. <u>A phasing and infrastructure delivery schedule for the entire allocation;</u></li></ol>
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			<p>13. <u>The protection of the existing Sport and Recreational Facilities within the site allocation boundaries in perpetuity subject to the criteria set out in Strategic Policy LT1.</u></p> <p><b><u>Explanation</u></b></p> <p><u>Bent Gate cricket ground is home to Haslingden Cricket Club. The allocation seeks to secure the future of sports provision on-site through an element of enabling, residential development. The site is located within the urban boundary in Haslingden, surrounded by existing built development.</u></p> <p><u>The facilities at Haslingden Cricket Club, although well used, are dated and in need of improvement. Additional male and female changing facilities are required, and these should be accessible for people with disabilities. Some of the land on the western side of the Cricket Club is surplus to the Cricket Club's requirements and considered suitable for additional new housing. The sale of this land for housing would finance the redevelopment of the Cricket Club immediately to the east of this housing allocation.</u></p> <p><u>This land includes a training wicket which, although not in use currently, will need to be replaced. The Cricket Club has been in discussions with Haslingden High School to provide at the School a non-turf cricket wicket, capable of being used by the school for both practice and matches and which the Cricket Club would be able to use as needed. This will need to be provided prior to the approval of any planning application. Some of this land is currently used for parking by the Cricket Club on match days and for other social events held in the Pavilion. This car parking will need to be accommodated elsewhere and it is expected that both the Pavilion and the associated required car parking may be relocated to the eastern side of the Cricket Ground, with access removed from Private Lane and a new access created from Clod Lane. Although in</u></p>
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			<p><u>principle the Pavilion and parking can be relocated development management matters will need to be resolved to the satisfaction of the Local Planning Authority and the Highway Authority.</u></p> <p><u>The Playing Pitch Strategy (2016) identifies sufficient availability of cricket pitches within Rossendale to meet existing and future demand this is confirmed in the emerging un-adopted Playing Pitch Strategy for 2021, as agreed with Sport England. On this basis the applicant is not required to replace the land lost to the housing development, so long as the policy criteria set out above is met. However, the re-provision of a non-turf training wicket to the playing pitches at Haslingden High School is required in order to meet an increase in junior cricket demand</u></p> <p><u>This comprehensive redevelopment approach to the site has been the subject of discussions with the England and Wales Cricket Board and Sport England and they confirm their endorsement subject to the protection of the sports and recreation facilities on site, including mitigating any potential prejudicial impact from the proposed housing that could affect the operation of the cricket ground either from incidents of ball strike and/or noise complaints from residents. This proposal will provide additional new homes in line with the Council's housing strategy and secure the long-term sustainability of the sport and recreation facilities used by Haslingden Cricket Club.</u></p> <p><b><u>H57 H50 – Foxhill Drive, Whitewell Bottom</u></b></p> <p><u>Development of up to 7 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. New on-site open space is provided which leads to equivalent or better provision of open space in the area.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>Part of H50 has been identified as open space in the OSA (ref. KKP 481) and therefore the loss should be replaced by equivalent or better provision.</u></p>
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		<p><b><u>H58 H51 – Land off Lea Bank, Cloughfold</u></b></p> <p><u>Development of up to 9 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall.</u></li></ol> <p><u>Explanation</u></p> <p><u>The nearby sites of open space provision identified as KKP 291 and KKP 390 in the OSA should be prioritised for enhancement.</u></p> <p><b><u>H60 H53 – Johnny Barn Farm and land to the east, Cloughfold</u></b></p> <p><u>Development of up to 50 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li><u>2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve the setting of the nearby Grade II listed building Heightside.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>Part of the site has previously been granted planning permission for no. 30 dwellings and this development is now complete. Therefore, the remaining developable area of the site has a capacity of no. 50 dwellings. Part of the site is at risk of surface water flooding. Development would have to consider the effect of the development on the significance of the heritage asset and</u></p>
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		<p><u>should safeguard the setting of the designated heritage asset located within close proximity to the site allocation.</u></p> <p><b><u>H61 H54 – Hareholme, Staghills</u></b></p> <p><u>Development of up to 9 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall;</u></li><li><u>2. An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Woodland Ecological Network and stepping stone habitat located within the site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The nearby sites of open space provision identified as KKP 58 and KKP 72 in the OSA should be prioritised for enhancement. The site is identified as a stepping stone habitat for the Lancashire Ecological Network for Woodland.</u></p> <p><b><u>H62 H55 – Land off Peel Street, Cloughfold</u></b></p> <p><u>Development of up to 8 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. An off-site contribution is made towards existing open space which leads to equivalent or better provision of open space overall;</u></li><li><u>2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to ensure the development does not have a detrimental impact on the Cloughfold Conservation Area;</u></li><li><u>3. A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li></ol>
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			<p>4. <u>A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site;</u></p> <p>5. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Woodland Network and stepping stone habitat located within the site.</u></p> <p><b><u>Explanation</u></b></p> <p><u>The nearby sites of open space provision identified as KKP 291 and KKP 390 should be prioritised for enhancement. Part of the site is located within the Cloughfold Conservation Area and consideration should be given to the potential impact of the development to this area. Part of the site is at risk of surface water flooding. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required. The site is classified as a stepping stone habitat and wildlife corridor serving the Lancashire Ecological Network for Woodland.</u></p> <p><b><u>H64 H56 – Hargreaves Fold Lane, Chapel Bridge, Lumb</u></b></p> <p><u>Development of up to 23 dwellings will be supported provided that:</u></p> <p>1. <u>A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve the setting of the nearby Grade II listed buildings Hargreaves Fold Cottages and Hargreaves Fold Farmhouse South, and the non-designated heritage asset known as Lumb Baptist Chapel;</u></p> <p>2. <u>A suitable access to the site is achieved from the section of land located adjacent to Burnley Road East with cycle and pedestrian links from Hargreaves Fold Lane.</u></p> <p><b><u>Explanation</u></b></p>
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		<p><u>Development would have to consider the effect of the development on the significance of the heritage assets and should safeguard the setting of the designated heritage assets located within close proximity to the site allocation. It is unlikely that a suitable vehicular access could be achieved from Hargreaves Fold Lane and therefore the creation of a new access from land owned by Rossendale Borough Council would be recommended.</u></p> <p><b><u>H70 H60 – Irwell Vale Mill</u></b></p> <p><u>Development of up to 30 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li><u>2. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the nearby Grade II listed buildings 1-5 Aitken Street, 1-21 Bowker Street, and 2-24 Bowker Street;</u></li><li><u>3. The development makes a positive contribution to the Irwell Vale Conservation Area;</u></li><li><u>4. Compensatory improvements must be provided to the Green Belt land in proximity of the site;</u></li><li><u>5. A contaminated land survey and appropriate remediation strategy is submitted and secured prior to development taking place on site;</u></li><li><u>6. An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the nearby designated areas for Grassland Network and Woodland Network, and the adjoining watercourse.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The site is located within Flood Zone 2 and Flood Zone 3, and is also at high risk of surface water flooding. An outline planning application has been submitted for 30 dwellings on the site and the Flood Risk Assessment accompanying the application proposes mitigation measures which the</u></p>
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		<p><u>Environment Agency consider to be acceptable. Therefore, the Environment Agency have no objection to the application subject to conditions which include construction of a flood wall along the southern bank of the River Ogden within the site; construction of flood storage area; finished floor levels to be set 150mm above adjacent ground levels, and a minimum 8m undeveloped buffer strip is provided adjacent to the River Ogden.</u></p> <p><u>Development would have to consider the effect of the development on the significance of the heritage assets and should safeguard the setting of the designated heritage assets located within close proximity to the site allocation. Development should also make a positive contribution to the Irwell Vale Conservation Area.</u></p> <p><u>Due to the removal of the site from Green Belt it is necessary that there are compensatory improvements to the Green Belt within the local area in accordance with Policy SD4. Further details are contained in the Green Belt Compensatory Document or its successor. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required.</u></p> <p><u>The site is located within close proximity to a Core Area of the Lancashire Ecological Network for Grassland, a stepping stone habitat for the Lancashire Ecological Network for Woodland, and adjoins a watercourse with ecological value. In reference to the outline planning application submitted on the site, the Environment Agency consider the development to be acceptable in terms of its impact on ecological value subject to conditions protecting a minimum undeveloped 8 metre wide buffer zone along the River Ogden's north western and southern banksides, and a new 20 metre flood storage area along the River Ogden's left hand bank. These conditions are outlined in the Flood Risk Assessment which accompanied the outline planning application.</u></p> <p><b><u>H71 H61 – Land East of Market Street, Edenfield</u></b></p> <p><u>Development of up to 9 dwellings will be supported provided that:</u></p>
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		<ol style="list-style-type: none"><li>1. <u>Landscaping of an appropriate density and height is implemented throughout the site to 'soften' the overall impact of the development and provide a buffer to the new Green Belt boundary;</u></li><li>2. <u>Materials and boundary treatments should reflect the local context;</u></li><li>3. <u>Compensatory improvements must be provided to the Green Belt land in proximity of the site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>Sensitive landscaping will be required in order to provide a buffer to the new Green Belt boundary. Any biodiversity improvements should be directed to this landscaped area. Due to the removal of the site from Green Belt it is necessary that there are compensatory improvements to the Green Belt within the local area in accordance with SD4 in particular these should relate to proposals identified at Edenfield Cricket Club, Recreation Area and Playground, and Edenfield and Stubbins Schools. Compensatory measures could also be directed towards footpath and cycleway improvements in the vicinity.</u></p> <p><b><u>H72 H62 – Land West of Market Street, Edenfield</u></b></p> <p><u>Development for approximately 400 houses would be supported provided that:</u></p> <ol style="list-style-type: none"><li>1. <u>The comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing;</u></li><li>2. <u>The development is implemented in accordance with an agreed design code;</u></li><li>3. <u>A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site.</u> <u>In particular:</u><ol style="list-style-type: none"><li>i. <u>safe vehicular access points to the site are achieved from the field adjacent to no. 5 Blackburn Road and from the field opposite nos. 88 – 116 Market Street. Full details</u></li></ol></li></ol>
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			<p><u>of access, including the number of access points, will be determined through the Transport Assessment work and agreed with the Local Highway Authority;</u></p> <p>ii. <u>agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms. Measures to assist pedestrian and vulnerable road users will be required;</u></p> <p>4. <u>A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the Church, the non-designated heritage assets which include Chatterton Hey (Heaton House), Mushroom House, and the former Vicarage, and the other designated and non-designated heritage assets in the area;</u></p> <p>5. <u>Specific criteria for the design and layout needs to take account of:</u></p> <p>i. <u>Retention and strengthening of the woodland enclosures to the north and south of the Church</u></p> <p>ii. <u>The layout of the housing parcels should be designed to allow views to the Church to continue</u></p> <p>iii. <u>The relationship of the new dwellings to the Recreation Ground to ensure safe non-vehicular access is provided</u></p> <p>iv. <u>Public open space to be provided along the woodland area south of the brook / Church enclosure</u></p> <p>v. <u>Landscaping of an appropriate density and height is implemented throughout the site to 'soften' the overall impact of the development and provide a buffer to the new Green Belt boundary</u></p> <p>vi. <u>Materials and boundary treatments should reflect the local context</u></p> <p>6. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts particularly on the Woodland Network and stepping stone habitat located within the site.</u></p> <p>7. <u>Compensatory improvements must be provided to the Green Belt land in proximity of the site in accordance with Policy SD4</u></p>
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			<p>8. <u>Geotechnical investigations will be required to confirm land stability and protection of the A56, and consideration paid to the suitability or not of sustainable drainage systems on the boundary adjoining the A56</u></p> <p>9. <u>Provision will be required to expand either Edenfield CE Primary School or Stubbins Primary School from a 1 form entry to a 1.5 form entry primary school, and for a secondary school contribution subject to the Education Authority. Land to the rear of Edenfield CE Primary School which may be suitable is shown on the Policies Map as 'Potential School and Playing Field Extension'. Any proposals to extend the schools into the Green Belt would need to be justified under very special circumstances and the provisions of paragraph 144 of the NPPF;</u></p> <p>10. <u>Noise and air quality impacts will need to be investigated and necessary mitigation measures secured;</u></p> <p>11. <u>Consideration should be given to any potential future road widening on the amenity of any dwellings facing the A56.</u></p> <p><b><u>Explanation</u></b></p> <p><u>Exceptional circumstances have been demonstrated to support the release of this land lying between the A56 and Market Street in Edenfield from the Green Belt. The area is very open in character and allows views of the surrounding hills and moors and will require a well-designed scheme that responds to the site's context, makes the most of the environmental, heritage and leisure assets, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements.</u></p> <p><u>Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders, including the Edenfield Community Forum, to ensure a Masterplan is prepared.</u></p> <p><u>Edenfield Parish Church is Grade II* and development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation. There are several non-designated heritage assets located within close proximity of the site allocation and other</u></p>
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		<p><u>designated and non-designated heritage assets located in the area. Development would have to consider the effect of the development on the significance of these heritage assets and should safeguard the setting of the heritage assets.</u></p> <p><u>Sensitive landscaping using native species will be required in order to provide a suitable buffer to the new Green Belt boundary. Any biodiversity improvements should be directed to this landscaped area as well as to the mature woodland, identified as a stepping stone habitat.</u></p> <p><u>Due to the removal of the site from Green Belt it is necessary that there are compensatory improvements to the Green Belt within the local area in accordance with SD4 in particular these should relate to proposals identified at Edenfield Cricket Club, the Recreation Area and Playground, and Edenfield and Stubbins Schools. Compensatory measures could also be directed towards footpath and cycleway improvements in the vicinity as set out in the Council's Green Belt Compensation Document.</u></p> <p><u>Any proposed development must make a positive contribution to the local environment and consider the site's form and character, reflecting the setting of features such as the Grade II* Listed Edenfield Parish Church and incorporating appropriate mitigation. Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development. The layout should be designed to allow glimpsed views towards the Church to continue, for example, by aligning the principle road(s) along a north-south or north east – south west axis, and building heights restricted.</u></p> <p><u>In light of the site's natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The infrastructure associated with the overall development and each individual phase will be subject to the production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration.</u></p> <p><u>Development proposals will be subject to a Scoping Study, a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council. Appropriate measures must be put in</u></p>
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		<p><u>place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling.</u></p> <p><u>A Health Impact Assessment will be required to maximise the overall benefits of the scheme to intended residents.</u></p> <p><u>An Appropriate Assessment under the Conservation of Species and Habitats should be undertaken to address any impact on the Breeding Bird Assemblage for the South Pennine Moors.</u></p> <p><u>A geotechnical study will need to confirm that there will be no adverse impacts on the A56. The suitability of providing a Sustainable Drainage System will need to be considered too as Highways England consider that storing water on site may not be advisable. Highways England may wish to widen the A56 and further discussions with Highways England are advised and if this is possible, this should be addressed by a suitable site layout plan to address this.</u></p> <p><u>Edenfield Primary School is operating close to capacity and there is no capacity at Stubbins Primary School. The preferred course of action of the Education Authority would be to expand Edenfield CE Primary School onto adjacent land to the rear, provided that any access issues can be overcome, or at Stubbins Primary School</u></p> <p><b><u>H73 H63 – Edenwood Mill, Edenfield</u></b></p> <p><u>Development of up to 47 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the non-designated heritage asset Edenwood Mill and its wider setting;</u></li><li><u>2. Views should be protected across the valley by sympathetic massing, height and layout of the dwellings;</u></li><li><u>3. A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li></ol>
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		<ol style="list-style-type: none"><li>4. <u>A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site;</u></li><li>5. <u>Compensatory improvements must be provided to the Green Belt land in proximity of the site including improvements to the footpaths in the vicinity of the site. Other relevant schemes include Edenfield Cricket Club as well as the Recreation Ground;</u></li><li>6. <u>The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required;</u></li><li>7. <u>An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the Woodland Ecological Network and stepping stone habitat located within the site, as well as the adjoining watercourse. Measures should include retaining as many of the mature trees within the site as reasonably possible;</u></li><li>8. <u>A Tree Impact Plan and Tree Constraints Plan are submitted with their findings secured and agreed prior to development taking place on site.</u></li></ol> <p><b><u>Explanation</u></b></p> <p><u>The capacity of the site allocation is based on the retention and conversion of Edenwood Mill and its associated buildings. If it is demonstrated to the satisfaction of the Local Planning Authority that retention of the mill buildings is not reasonably possible then the capacity of the site may be lower than 47 dwellings, however this would be confirmed at planning application stage. Edenwood Mill is located within the site allocation and is considered to be a non-designated heritage asset. Development would have to consider the effect of the development on the significance of the heritage asset and should safeguard the setting of the designated heritage asset located within close proximity to the site allocation.</u></p> <p><u>A landscape assessment was undertaken for the site as part of the Lives and Landscape Assessment 2017 which recommended suitable mitigation measures for any future development. Part of the site is located within Flood Zone 2 and Flood Zone 3, and is also at high risk of surface water flooding in parts. The Transport Assessment should identify the necessary measures required to improve accessibility and safety for all modes of travel, particularly for more</u></p>
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		<p><u>sustainable forms of travel. A suitable vehicular access cannot be achieved from Rosebank and therefore vehicular access to the site should be taken from the existing access from Wood Lane (A56) to the north with suitable mitigation measures secured and agreed with the Local Highway Authority.</u></p> <p><u>Due to the removal of the site from Green Belt it is necessary that there are compensatory improvements to the Green Belt within the local area in accordance with SD4. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required. Most of the site is classified as a wildlife corridor serving the Lancashire Ecological Network for Woodland and part of the site is identified as a stepping stone habitat for the Woodland network. The site also adjoins a watercourse which has ecological value. The site's developable area has been reduced to accommodate the retention of the mature trees on site which form part of the stepping stone habitat and should be retained for their ecological and landscape value.</u></p> <p><b><u>H74 H64 – Grane Village, Helmshore</u></b></p> <p><u>Development of up to 139 dwellings will be supported provided that:</u></p> <ol style="list-style-type: none"><li><u>1. Vehicular access should be created with a junction on Holcombe Road;</u></li><li><u>2. A Flood Risk Assessment and drainage management strategy is submitted which guides the layout of the development and secures the appropriate mitigation measures necessary;</u></li><li><u>3. An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts on the adjacent Grassland, and Woodland stepping stone habitats;</u></li><li><u>4. Landscaping of an appropriate density and height is implemented throughout the site to 'soften' the overall impact of the development;</u></li><li><u>5. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required.</u></li></ol> <p><b><u>Explanation</u></b></p>
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		<p><u>Parts of the site are at high risk of surface water flooding. The site sits adjacent to stepping stone habitats belonging to the Grassland and Woodland Lancashire Ecological Networks respectively, as well as a corridor for the Woodland network. A landscape assessment was undertaken for the site as part of the Lives and Landscape Assessment 2017 which recommended suitable mitigation measures for any future development. The site has recorded areas of contaminated land connected to historic land uses and therefore investigations and relevant remediation measures will be required.</u></p> <ul style="list-style-type: none"><li><del>a. A greenspace and landscape structure including mitigation to protect the landscape character of the area;</del></li><li><del>b. A movement framework maximising connectivity by cycle and foot</del></li><li><del>c. Layout considerations</del></li><li><del>d. Parking and garaging</del></li><li><del>e. Appropriate building and hard surfacing materials</del></li><li><del>f. Maximising energy efficiency in design</del></li><li><del>g. Details of appropriate boundary treatments</del></li><li><del>h. Lighting</del></li><li><del>i. Details of the laying of services, drainage and cables</del></li><li><del>j. Bin storage and rubbish collection</del></li><li><del>k. Ecology and nature conservation</del></li><li><del>l. The relationship with the adjacent retained Loveclough Park</del></li><li><del>m. A Health Impact Assessment</del></li></ul>
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			<p><del>n. Design and layout considerations to respect and protect the setting of Swinshaw Hall</del></p> <p><del>e. Archaeological investigation of the area south of Swinshaw Hall for a potential historic burial ground</del></p> <p><del>a) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</del></p> <ul style="list-style-type: none"><li><del>a. Foul drainage</del></li><li><del>b. On site Affordable Housing</del></li><li><del>c. Surface water drainage strategy including details of Sustainable Urban Drainage</del></li><li><del>d. Nature conservation and enhancement works</del></li><li><del>e. Provision of footpath and cycle links</del></li><li><del>f. Tree works and tree protection measures</del></li><li><del>g. Measures to deal with minerals identified at the site</del></li><li><del>h. A contribution towards increased school provision within the area (if identified as necessary)</del></li><li><del>i. A contribution to the creation of car parking provision within the centre of Crawshawbooth</del></li></ul> <p><del>b) An agreed programme of implementation in accordance with the masterplan.</del></p>
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		<p><b>Explanation</b></p> <p><del>An area comprising 1.72 ha (developable area) has been identified as potential for providing residential development, subject to national policy in the NPPF and other relevant policies of this Local Plan e.g. policy on affordable housing. The site has ecological value as it is identified as a grassland Stepping Stone Habitat on the Lancashire ecological network map. The site is within the Settled Valleys landscape character type and development of the site will require suitable mitigation to ensure that the development does not have a significant landscape impact.</del></p> <p><del>Appropriate assessments regarding landscape, flood risk, ecology, coal legacy and mineral sterilisation will be required to support the development of this site. The grounds of Swinshaw Hall, which is a heritage asset, have been excluded from the developable area to protect its setting.</del></p> <p><del>Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.</del></p> <p><del>Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development.</del></p>
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		<p><del>Development proposals will be subject to a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling. A Health Impact Assessment will be required to maximise the overall benefits of the scheme to intended residents.</del></p> <p><del>There is strong local belief that a former Quaker Burial ground is located towards the southern end of the site, south of the hedgerow between Goodshaw Lane and Broad Ing House. No documentary evidence has been found to support this but a geophysical survey of this area should be undertaken prior to any development occurring, and if any remains are found the necessary measures should to taken to conserve these in agreement with the relevant authorities.</del></p> <p><del>Crawshawbooth Primary School is operating close to capacity and the additional houses will create further infrastructure pressures. A contribution to expanding capacity at the local school(s) will be required to support the development.</del></p> <p><del>The closest Local Centre to the site, with the associated necessary facilities, is Crawshawbooth which has identified issues in respect of parking. Given the proximity of the site to the Local Centre the development of this site will be expected to identify and contribute to parking solutions within the Local Centre.</del></p>
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MM010	HS3	Pages 23 to 25	<p><b>Policy HS3: Edenfield</b></p> <p><del>Within the area defined on the Policies Map at Edenfield (Housing Allocation H72) new residential development will be permitted subject to the following:</del></p> <p><del>a) Comprehensive development of the entire site is demonstrated through a masterplan;</del></p> <p><del>b) The implementation of development in accordance with an agreed Design Code. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements:</del></p> <ul style="list-style-type: none"> <li><del>a. Specific character areas incorporating detailing design requirements</del></li> <li><del>b. A highway hierarchy and design considerations</del></li> <li><del>c. A greenspace and landscape structure</del></li> <li><del>d. A movement framework maximising connectivity by cycle and foot</del></li> <li><del>e. Layout considerations</del></li> <li><del>f. Parking and garaging</del></li> <li><del>g. Appropriate building and hard surfacing materials</del></li> <li><del>h. Maximising energy efficiency in design</del></li> <li><del>i. Details of appropriate boundary treatments</del></li> <li><del>j. Lighting</del></li> </ul>

			<ul style="list-style-type: none"><li><del>k. Details of the laying of services, drainage and cables</del></li><li><del>l. Bin storage and rubbish collection</del></li><li><del>m. Ecology and nature conservation</del></li><li><del>n. Design and layout considerations in respect of the setting of the Grade II* Listed Edenfield Parish Church</del></li><li><del>o. Design and Layout considerations in respect of the existing housing within the allocation</del></li><li><del>p. The relationship with the adjacent retained recreation ground</del></li><li><del>q. The relationship to Market Street, in particular the Horse and Jockey</del></li><li><del>r. Noise mitigation in respect of the adjacent A56</del></li><li><del>s. A Health Impact Assessment</del></li><li><del>t. Provision for a one form entry Primary School on site if Edenfield Primary School cannot be expanded to the required level</del></li></ul> <p><del>e) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</del></p> <ul style="list-style-type: none"><li><del>a. A comprehensive approach towards access to the site by all modes of transport and the impacts on the local road network including parking management</del></li><li><del>b. Foul drainage</del></li><li><del>c. On site Affordable Housing</del></li></ul>
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		<p>Pages 25 to 26 Paras 60 to 64</p>	<p><del>d. Surface water drainage strategy including details of Sustainable Drainage Systems (SuDS)</del></p> <p><del>e. Nature conservation and enhancement works</del></p> <p><del>f. Provision and layout of public open space (including the provision of a Neighbourhood Equipped Area of Plan NEAP)</del></p> <p><del>g. Provision of footpath and cycle links</del></p> <p><del>h. Tree works and tree protection measures</del></p> <p><del>d) An agreed programme of implementation in accordance with the masterplan;</del></p> <p><del>e) Identification of mechanisms to enhance the quality of, and access to, Green Belt land in the area between the development site and Rawtenstall/Haslingden.</del></p> <p><b>Explanation</b></p> <p><del>An area comprising 15.25 ha (gross site area) has been identified as potential for providing residential development, subject to national policy in the NPPF and other relevant policies of this Local Plan e.g. policy on affordable housing. The area is very open in character and allows views of the surrounding hills and moors and will require a well-designed scheme that responds to the sites context, makes the most of environmental, heritage and leisure assets, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and</del></p>
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		<p><del>infrastructure requirements. Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.</del></p> <p><del>Any proposed development must make a positive contribution to the local environment and consider the site's form and character, reflecting the setting of features such as the Grade II* Listed Edenfield Parish Church and incorporating appropriate mitigation. Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development.</del></p> <p><del>In light of the site's natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The infrastructure associated with the overall development and each individual phase will be subject to the production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration.</del></p> <p><del>Development proposals will be subject to a Scoping Study, a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public</del></p>
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			<p>transport, walking and cycling. A Health Impact Assessment will be required to maximise the overall benefits of the scheme to intended residents. An Appropriate Assessment under the Conservation of Species and Habitats should be undertaken to address any impact on the Breeding Bird Assemblage for the South Pennine Moors.</p> <p>Edenfield Primary School is operating close to capacity and there is no capacity at Stubbins Primary School. The preferred course of action of the Education Authority would be to expand Edenfield School onto adjacent land provided that any access issues can be overcome. Should this not prove feasible, land would need to be allocated within the proposed residential area for this purpose.</p>
MM011	HS4	Pages 26 to 27	<p><b>Policy HS4: Loveclough</b></p> <p>Within the area defined on the Policies Map at Loveclough (Housing Allocation H13) new residential development will be permitted subject to the following:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development of the entire site is demonstrated through a masterplan;</li> <li>b) The implementation of development in accordance with an agreed Design Code. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements: <ul style="list-style-type: none"> <li>a. Specific character areas incorporating detailing design requirements</li> </ul> </li> </ul>

			<ul style="list-style-type: none"><li><del>b. A highway hierarchy and design considerations</del></li><li><del>c. A greenspace and landscape structure including mitigation to protect the landscape character of the area;</del></li><li><del>d. A movement framework maximising connectivity by cycle and foot</del></li><li><del>e. Layout considerations including respecting the setting of and enhancing Loveclough Conservation Area</del></li><li><del>f. Parking and garaging</del></li><li><del>g. Appropriate building and hard surfacing materials</del></li><li><del>h. Maximising energy efficiency in design</del></li><li><del>i. Details of appropriate boundary treatments</del></li><li><del>j. Lighting</del></li><li><del>k. Details of the laying of services, drainage and cables</del></li><li><del>l. Bin storage and rubbish collection</del></li><li><del>m. Ecology and nature conservation</del></li><li><del>n. The relationship with the adjacent retained recreation ground</del></li><li><del>o. A Health Impact Assessment</del></li></ul> <p><del>e) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</del></p> <ul style="list-style-type: none"><li><del>a. Foul drainage</del></li><li><del>b. On site Affordable Housing</del></li></ul>
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		<p>Pages 27 to 29 Paras 65-72</p>	<p><del>e. Surface water drainage strategy including details of Sustainable Urban Drainage</del>  <del>d. Nature conservation and enhancement works</del>  <del>e. Provision of footpath and cycle links including improvements to the existing network of surrounding rights of ways which will connect into the site.</del>  <del>f. Tree works and tree protection measures</del>  <del>g. Measures to deal with minerals identified at the site</del>  <del>h. A contribution towards increased school provision within the area (if identified as necessary)</del>  <del>i. A contribution to the creation of car parking provision within the centre of Crawshawbooth</del></p> <p><del>d) An agreed programme of implementation in accordance with the masterplan.</del></p> <p><b>Explanation</b>  <del>An area comprising 3.2 ha (developable area) has been identified as potential for providing residential development, subject to national policy in the NPPF and other relevant policies of this Local Plan e.g. policy on affordable housing. The site slopes westwards and is accessible via Burnley Road. The area is very open in character and provides long views to the west part of the Valley from Burnley Road. As such development of the site will require suitable mitigation to ensure that the development does not have a significant landscape impact. 20% of the site has important ecological value as it is identified as a grassland Stepping Stone Habitat on the Lancashire Ecological Network map and this should be maintained and enhanced.</del></p>
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		<p><del>The Northern boundary of the site does include a part of Loveclough Conservation Area on Commercial Street with the row of terraced dwellings, and integration between the new development and the Conservation Area will be essential. Materials shall be natural stone, natural roofing slates, timber for windows and doors with no use of UPVC or artificial materials.</del></p> <p><del>Appropriate assessments regarding landscape, flood risk, impact on the heritage asset, ecology, coal legacy and mineral sterilisation will be required to support the development of this site.</del></p> <p><del>Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.</del></p> <p><del>Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development.</del></p> <p><del>Development proposals will be subject to a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling. A Health Impact Assessment will be required to maximise the overall benefits of the scheme to intended residents.</del></p> <p><del>Crawshawbooth Primary School is operating close to capacity and the additional houses will create further infrastructure pressures. A contribution to expanding capacity at the local school(s) will be required to support the development.</del></p> <p><del>The closest Local Centre to the site, with the associated necessary facilities, is Crawshawbooth which has identified issues in respect of parking. Given the proximity of the site to the Local</del></p>
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			<p><del>Centre the development of this site will be expected to identify and contribute to parking solutions within the Local Centre.</del></p>
MM012	HS5	Pages 29-30	<p><b>Policy HS5: Swinshaw Hall</b></p> <p><del>Within the area defined on the Policies Map at Swinshaw Hall (Housing Allocation H5) new residential development will be permitted subject to the following:</del></p> <ul style="list-style-type: none"> <li><del>e) Comprehensive development of the entire site is demonstrated through a masterplan;</del></li> <li><del>d) The implementation of development in accordance with an agreed Design Code. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements:</del> <ul style="list-style-type: none"> <li><del>p. Specific character areas incorporating detailing design requirements</del></li> <li><del>q. A highway hierarchy and design considerations</del></li> <li><del>r. A greenspace and landscape structure including mitigation to protect the landscape character of the area;</del></li> <li><del>s. A movement framework maximising connectivity by cycle and foot</del></li> <li><del>t. Layout considerations</del></li> <li><del>u. Parking and garaging</del></li> <li><del>v. Appropriate building and hard surfacing materials</del></li> <li><del>w. Maximising energy efficiency in design</del></li> <li><del>x. Details of appropriate boundary treatments</del></li> <li><del>y. Lighting</del></li> <li><del>z. Details of the laying of services, drainage and cables</del></li> <li><del>aa. Bin storage and rubbish collection</del></li> <li><del>bb. Ecology and nature conservation</del></li> <li><del>cc. The relationship with the adjacent retained Loveclough Park</del></li> </ul> </li> </ul>

		<p>Pages 30 to 31 Paras 73 to 80</p>	<p> <del>dd. A Health Impact Assessment</del>  <del>ee. Design and layout considerations to respect and protect the setting of Swinshaw Hall</del>  <del>ff. Archaeological investigation of the area south of Swinshaw Hall for a potential historic burial ground</del> </p> <p>e) <del>A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</del></p> <p> <del>j. Foul drainage</del>  <del>k. On site Affordable Housing</del>  <del>l. Surface water drainage strategy including details of Sustainable Urban Drainage</del>  <del>m. Nature conservation and enhancement works</del>  <del>n. Provision of footpath and cycle links</del>  <del>o. Tree works and tree protection measures</del>  <del>p. Measures to deal with minerals identified at the site</del>  <del>q. A contribution towards increased school provision within the area (if identified as necessary)</del>  <del>r. A contribution to the creation of car parking provision within the centre of Crawshawbooth</del> </p> <p>f) <del>An agreed programme of implementation in accordance with the masterplan.</del></p> <p><b>Explanation</b></p> <p><del>An area comprising 1.72 ha (developable area) has been identified as potential for providing residential development, subject to national policy in the NPPF and other relevant policies of this Local Plan e.g. policy on affordable housing. The site has ecological value as it is identified as a grassland Stepping Stone Habitat on the Lancashire ecological network map. The site is within</del></p>
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		<p><del>the Settled Valleys landscape character type and development of the site will require suitable mitigation to ensure that the development does not have a significant landscape impact.</del></p> <p><del>Appropriate assessments regarding landscape, flood risk, ecology, coal legacy and mineral sterilisation will be required to support the development of this site. The grounds of Swinshaw Hall, which is a heritage asset, have been excluded from the developable area to protect its setting.</del></p> <p><del>Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.</del></p> <p><del>Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development.</del></p> <p><del>Development proposals will be subject to a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling. A Health Impact Assessment will be required to maximise the overall benefits of the scheme to intended residents.</del></p> <p><del>There is strong local belief that a former Quaker Burial ground is located towards the southern end of the site, south of the hedgerow between Goodshaw Lane and Broad Ing House. No documentary evidence has been found to support this but a geophysical survey of this area should be undertaken prior to any development occurring, and if any remains are found the necessary measures should to taken to conserve these in agreement with the relevant authorities.</del></p>
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			<p><del>Crawshawbooth Primary School is operating close to capacity and the additional houses will create further infrastructure pressures. A contribution to expanding capacity at the local school(s) will be required to support the development.</del></p> <p><del>The closest Local Centre to the site, with the associated necessary facilities, is Crawshawbooth which has identified issues in respect of parking. Given the proximity of the site to the Local Centre the development of this site will be expected to identify and contribute to parking solutions within the Local Centre.</del></p>
MM013	HS6- <del>HS3</del>	Pages 31 to 32	<p><b>Policy HS6-<del>HS3</del>: Affordable Housing</b></p> <p>New housing developments of 10 or more dwellings (0.35 <del>50</del> hectares or part thereof) will be required to provide on-site affordable housing as follows:</p> <p>a) <del>A</del> <u>a</u> requirement of 30% on-site affordable housing from market housing schemes subject to site and development considerations (such as financial viability). Of the <del>overall housing contribution</del> <u>total number of homes to be provided</u>, at least 10% should be available for affordable home ownership <u>as part of the overall affordable housing contribution</u>, unless the proposal provides solely for Build for Rent, provides specialist accommodation to meet specific needs (e.g. purpose built accommodation for the elderly), is a self-build proposal, or is exclusively for affordable housing, entry level exception sites or rural exception sites.</p> <p>b) <del>On any rural exception sites there will be a requirement of 100% on-site affordable housing unless it can be demonstrated that a small element of market housing is required to make the scheme viable. The affordable housing shall be provided in line with identified needs of tenure, size and type as set out in the latest available information on housing needs. In particular the SHMA indicates there is a requirement for:</del></p>

		<ul style="list-style-type: none"><li>• <del>Older people's housing, especially extra care and residential care, of around 1700 units by 2034</del></li><li>• <del>Housing suitable for Disabled people</del></li><li>• <del>Social rented housing in rural communities: _____</del></li></ul> <p><u>In particular the SHMA indicates there is a requirement for:</u></p> <ul style="list-style-type: none"><li>• <u>Older peoples housing, especially extra care and residential care, of around 1700 units by 2034</u></li><li>• <u>Housing suitable for Disabled people</u></li><li>• <u>Social rented housing in rural communities</u></li></ul> <p><u>The Council will expect, where appropriate, a proportion of the affordable housing provided to meet these needs. This is to be considered in conjunction with policy HS8.</u></p> <p>Within larger housing developments, the affordable housing will be evenly distributed throughout the development. Where a site has been divided and brought forward in phases, the Council will consider the site as a whole for the purposes of calculating the appropriate level of affordable housing provision.</p> <p><b><u>Rural Exception Sites</u></b></p> <p><u>On any rural exception sites there will be a requirement of 100% on-site affordable housing unless it can be demonstrated that a small element of market housing is required to make the scheme viable. Any such proposal will also need to address the criteria of policy HS11.</u></p> <p>In exceptional circumstances, off-site provision or financial contributions of a broadly equivalent value instead of on-site provision, will be acceptable where the site or location is unsustainable for affordable housing.</p>
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			<p>The size of the development should not be artificially reduced to decrease or eliminate the affordable housing requirement, for example, by sub-dividing sites or reducing the density of all or part of a site. The Council will consider the site as a whole for the purposes of calculating the appropriate level of affordable housing provision. in</p>
MM014	<del>HS7-HS4</del>	Page 33 to 34 and Paras 84 to 86	<p><b>Policy <del>HS7-HS4</del>: Housing Density</b></p> <p><del>The density of the development should be in keeping with local areas and have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.</del></p> <p><del>High densities shall be provided within sustainable locations, particularly on sites within defined town centres and locations within 300m of bus stops on key transport corridors.</del></p> <p><u>Densities of at least 40 dwellings per hectare shall be provided within town and district centres.</u></p> <p><u>The density of the development should be in keeping with local areas and have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.</u></p> <p><b>Explanation</b></p> <p>The Government’s Housing White Paper ‘Fixing our broken housing market’ (2017) encourages better use of land for housing by encouraging higher densities where appropriate, such as in urban locations where there is high housing demand. This is repeated in the <del>Framework NPPE</del> (within the “Making effective use of land” chapter <u>11</u> and especially paragraph <del>423</del>: <u>124 a) to e).</u></p>

			<p>Densities in excess of 40 dwellings per hectare will be expected to be delivered in town centres within Rossendale. Other sustainable locations where higher densities will be expected include sites within the urban boundary and within <del>300 metres walk</del> <u>reasonable walking distance</u> to bus stops on key corridors such as the X43 and 464 bus routes. <u>Inclusive Mobility – Gov.uk propose that 400m walking distance to a bus stop as a suggested standard.</u> High quality design can ensure that high density proposals are good quality schemes.</p> <p>It is recognised that housing densities will be lower in other areas of the Borough because of physical constraints and on site issues, for example, topography, areas at risk of flooding and landscape.</p>
MM015	<del>HS8</del> <u>HS5</u>	Pages 34 to 35 and Paras 87 to 90	<p><b>Policy <del>HS8</del> <u>HS5</u> Housing Standards</b></p> <p>In accordance with the national regime of optional technical standards for housing, the Council will adopt the following local standards for new housing developments <u>of five dwellings or more</u> , in line with the National Planning Practice Guidance:</p> <p>a) <del>Access</del> – at least 20% of any new housing provided on a site should be specifically tailored to meet the needs of elderly or disabled residents, or be easily adaptable in line with the Optional Standards <u>M4(2) of the Building Regulations</u> .<del>In this regard the Council will adopt a flexible approach where necessary, taking into consideration specific factors, such as size of the site; site topography and vulnerability to flooding, along with evidence on the economic viability of individual developments; and Internal space – the nationally described space standards should be the minimum with more generous provision provided where possible.</del>The Council will expect submitted information to demonstrate how <del>points a) and b) have</del> <u>this has</u> been achieved.</p>

		<p><del>As an alternative to implementation of Optional Space Standards developers will be expected to demonstrate that the requirements of “Building for Life 12” (or successor documents) have been met within the scheme.</del></p> <p><b>Explanation</b></p> <p>The <del>Framework</del> <u>NPPF</u> requires local authorities to provide a mix of housing based on current and future demographic trends to meet the needs of different groups in the community.</p> <p>Rossendale’s SHMA highlights a considerable growth in the number of elderly households in Rossendale with an expected rise of 52% over the period to 2035 and a need for the quality of stock to be improved to meet their needs. The SHMA also shows that there is a high percentage of households containing one or more adults with some form of disability (19.8%) which is above the national rate of 17.6%, and found that households containing a disabled resident were more likely to consider that their home is unsuitable than the Borough-wide average. The Housing Register contains a disproportionate amount of need among older residents and those with disabilities. There is therefore a need to increase the amount of suitable housing for elderly and disabled residents in Rossendale and to ensure that new housing is easily adaptable to meet their needs. This should be set out in a Planning Statement, through annotated drawings or within detailed Design and Access Statements.</p> <p><del>It is also important that all new housing meets, and where possible, exceeds national space standards to reflect local needs and aspirations. It is important that higher densities of development do not compromise the living standards of residents and future adaptability. The Council has a duty under the Public Sector Equality provisions to ensure that the needs of individuals with protected characteristics, such as the elderly, are catered for as much as possible.</del></p>
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			<p>These housing <u>Access</u> standards have been considered as part of the development of the Council’s evidence base and are not considered to undermine housing viability in Rossendale.</p>
MM016	HS9	Page 35-36 And para 91	<p><b>Policy HS9: Private Residential Garden Development</b></p> <p><del>Within the urban boundary applications to provide additional dwellings within private residential gardens on sites not allocated for housing will be supported where:</del></p> <ul style="list-style-type: none"> <li><del>• It would not result in a cramped form of development or have a detrimental impact on the character of the area or the street scene;</del></li> <li><del>• It would not result in an unacceptable loss of residential amenity to neighbouring properties in terms of loss of privacy, overlooking, loss of light, increased noise or an overbearing impact;</del></li> <li><del>• It is designed to a high standard using appropriate materials to enhance local character and distinctiveness;</del></li> <li><del>• Appropriate outdoor amenity space is provided for both the existing buildings and proposed dwelling(s);</del></li> <li><del>• It would not have a severe adverse impact on highway safety or the operation of the highway network;</del></li> <li><del>• The vehicular access and car parking arrangements would not have an unacceptable impact on neighbours in terms of visual amenity, noise or light;</del></li> <li><del>• Important landscape features and boundary treatments which contribute to the character, appearance or biodiversity of the area would be retained and where possible enhanced; and</del></li> <li><del>• When assessing applications for garden sites, the Council will also have regard to sustainability, such as access to public transport, schools, businesses and local services and facilities.</del></li> </ul>

			<p><del>Proposals which significantly undermine amenity and harm the distinctive character of an area will be refused.</del></p> <p><b>Explanation</b></p> <p><del>Gardens in Rossendale have historically provided and will continue to provide a valuable source of housing land. It is important however, that any housing provided on a garden site meets the above criteria to ensure that there is no harm to the quality or local character of the area or to the amenities of neighbouring properties.</del></p>
MM017	HS10 <u>HS6</u>	Pages 36 to 38 paras 92 to 94	<p><b>Policy <del>HS10</del> <u>HS6</u>: Open Space Requirements in New Housing Developments</b></p> <p><del>Housing developments of 10 or more new dwellings (0.35 to 0.50 hectares or part thereof) will be required to make provision for open space and recreation facilities, and should have regard to the most up to date evidence on the quantity, accessibility and quality of open space in the Borough, as identified in the 2021 Rossendale Open Space Report or its successors or more up to date robust evidence where there are identified local deficiencies in the quantity, accessibility or quality and/or value of open space and recreation facilities</del></p> <p><del>Where there is an identified local deficiency in quantity and/or accessibility to of open space, on-site provision will be required. This should be on-site for housing schemes of 100 or more dwellings. For smaller schemes or where this is not appropriate, Where there is no identified local deficiency in quantity or it is demonstrated to be inappropriate due to site specific circumstances payment of a financial contribution towards off-site provision or improvements to existing open spaces and recreation facilities will be required.</del></p> <p><del>In Whitworth and Bacup in particular but not exclusively, contributions will be sought for Suitable Alternative Natural Greenspace (SANG's) to minimise recreational pressure on sensitive habitats.</del></p>

			<p><del>Where there is existing provision but an identified local deficiency in the quality and/or value of these open spaces and recreation facilities, a financial contribution towards improving these sites will be required.</del></p> <p>The size of development should not be artificially reduced to decrease or eliminate the open space requirement, for example, by sub-dividing sites or reducing the density of all or part of a site. The Council will consider the site as a whole for the purposes of calculating the appropriate level of open space provision.</p> <p><u>Until such time as the document is replaced Site specific open space requirements will be calculated using the 2008 Open Space and Play Equipment Contributions SPD, index linked and secured through planning obligations.</u></p> <p><u>The Council is committed to producing an An update to the existing 2008 Open Space and Play Equipment Contributions accompanying Supplementary Planning Document that will utilise the recommendations of the 2021 Open Space Report and establish an updated mechanism for calculating site specific open space requirements (on and off-site including maintenance) and open space design principles. This new SPD will be in place as soon as possible and will form the basis for calculating site specific open space requirements thereafter. An update to the existing accompanying Supplementary Planning Document will establish the following:</u></p> <ul style="list-style-type: none"> <li><del>I. The minimum local standards and how they will be applied.</del></li> <li><del>II. Accessibility and qualitative assessments, to determine the amount of new open space provision required as part of a residential development or</del></li> <li><del>III. Appropriate financial contributions required from new residential development</del></li> </ul> <p><b>Explanation</b></p>
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		<p>The <del>Framework</del> <u>NPPF</u> recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.</p> <p>The Local Plan seeks to ensure that Rossendale’s residents have access to outdoor amenity space and recreation space. This is important for encouraging health and well-being. <del>The Council’s Supplementary Planning Document on open space and play equipment contributions examines existing provision and need within Rossendale and sets out the requirements for developers, this document is due to be updated.</del> <u>In meeting the requirements of Paragraph 98 of the NPPF, the Council commissioned the Rossendale Open Space Assessment Report (2021).</u></p> <p><u>In providing the most appropriate on site open space requirement and/or financial contribution tables 12.4.1 to 12.4.6 ‘Summary of Quantity, Quality and Accessibility’ of the Council’s Open Space Study 2021 will be referred to, in combination with relevant site specific policies to determine open space requirements.</u></p> <p><u>Provision should be on site unless it can be clearly demonstrated to be impractical due to site specific circumstances, for example it is too small to accommodate usable open space, or the specific needs of the users can be more than adequately met within walking distance (200 m) and enhancement to such nearby facilities can be provided via a financial contribution. Examples of identified deficiencies in open space where a financial contribution should be sought include areas where the site is too small for on-site provision to be practical or appropriate.</u></p> <p>In some areas of the Borough the proximity of development to sensitive moorland habitats means that there can be recreational impacts on the flora and fauna. <del>Development that affects these areas will be expected to contribute to the development of Suitable Alternative Natural Greenspace.</del></p>
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MM018	<p><u>HS11</u> <u>HS7</u></p>	<p>Pages 38 and 39 and Para 95</p>	<p><b>Policy <del>HS11</del> <u>HS7</u>: Playing Pitch Requirements in New Housing Developments</b></p> <p>Housing developments of 10 or more new dwellings (<del>0.35</del> <u>0.50</u> hectares or part thereof) will be required to pay a financial contribution towards improvements to existing playing pitches <u>and provision of an all -weather pitch (identified in the 2016 Play Pitch Strategy or its successor) in the Borough where there is an identified local need or Borough wide importance.</u></p> <p>The size of development should not be artificially reduced to minimise or eliminate the contribution to the playing pitch requirement, for example, by sub-dividing sites or reducing the density of all or part of a site. The Council will consider the site as a whole for the purposes of calculating the appropriate level of playing pitch/open space provision.</p> <p>An accompanying Supplementary Planning Document will establish that, where there is a local need for playing pitches based on the Playing Pitch Strategy, appropriate financial contributions will be sought from new residential developments.</p> <p><b>Explanation</b></p> <p>The Council's Playing Pitch Strategy (2016) identifies a number of deficiencies in provision in Rossendale against Sport England's requirements. <u>A 2021 Strategy is currently being prepared for the Council and will provide an update to the 2016 document. Once published its findings will be considered when seeking financial contributions for new, and enhancements to existing playing pitches throughout the Borough. In particular is the need for residents to access all weather pitches.</u></p>
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MM019	<p>HS13 <u>HS9</u></p>	Page 40	<p><b>Policy <del>HS13</del> <u>HS9</u>: House Extensions</b></p> <p>Permission will be granted for the extension of dwellings provided that the following criteria are satisfied:</p> <ul style="list-style-type: none"> <li>a) The extension respects the existing house and the surrounding buildings in terms of scale, size, design, fenestration (including dormer windows) and materials, without innovative and original design features being stifled;</li> <li>b) There is no unacceptable adverse effect on the amenity of neighbouring properties through overlooking, loss of privacy or reduction of daylight;</li> <li>c) The proposal does not have an unacceptable adverse impact on highway safety; and</li> <li>d) In the case of the Green Belt or the Countryside, the proposed extension should not result in a disproportionate increase in the volume of the original dwelling. <del>Increases of up to 30% (volume) are not considered disproportionate.</del></li> </ul>
MM020	<p>HS14 <u>HS10</u></p>	Page 40	<p><b>Policy <del>HS14</del> <u>HS10</u>: Replacement Dwellings</b></p> <p>Permission will be granted for the replacement of dwellings provided that the following criteria are satisfied:</p>

			<p>a) The proposed replacement dwelling respects the surrounding buildings in terms of scale, size, design and facing materials, without innovative and original design features being stifled;</p> <p>b) There is no unacceptable adverse effect on the amenity of neighbouring properties through overlooking, loss of privacy or reduction of daylight; and</p> <p>c) Safe and suitable access to the site can be achieved.</p> <p>And in the case of the Green Belt or countryside:</p> <p>d) The proposed replacement dwelling would not detract from the openness to a greater extent than the original dwelling; and</p> <p>e) The proposed replacement dwelling would not be materially larger than the dwelling it replaces nor involves enlarging the residential curtilage. <del>Increases of up to 30% (volume) are not considered to be materially larger.</del></p>
MM021	HS15 <u>HS11</u>	Pages 41 and 42	<p><b>Policy <del>HS15</del> <u>HS11</u>: Rural Affordable Housing – Rural Exception Sites</b></p> <p>A limited number of dwellings exclusively to meet a local need for affordable housing may be allowed adjoining the <u>built form of existing settlements</u> <del>urban boundaries</del> providing all of the following criteria are met:</p> <p>a) There is no suitable site available within the urban boundary;</p> <p>b) The scale and nature of the development would be in character with the settlement;</p> <p>c) <del>The development would significantly contribute to the solution of a local housing problem that cannot be solved in any other way;</del></p> <p>d) <del>The occupancy of the dwellings would be limited to people with a close local connection and who are unable to afford market housing; and</del></p> <p>e) <del>The development is managed by a Registered Provider, similar body or is a Starter Home.</del></p>
MM022	HS16 <u>HS12</u>	Pages 42 and 43	<p><b>Policy <del>HS16</del> <u>HS12</u>: Conversion and Re-Use of Rural Buildings in the Countryside</b></p>

			<p>Proposals for the conversion of an existing building in the countryside will be permitted where:</p> <ul style="list-style-type: none"><li>• The proposal does not have a materially greater impact on the openness of the area and the proposal will not harm the character of the countryside;</li><li>• The building is of a permanent and substantial construction, structurally sound and capable of conversion without the need for more than 30% reconstruction;</li><li>• The conversion works and facing materials to be introduced would be in keeping with the original building, and important architectural and historical features would be retained. Particular attention will be given to curtilage formation, including appropriate boundary treatments and landscaping, which should be drawn tightly around the building footprint and the requirement for outbuildings, which should be minimal;</li><li>• <del>The proposals would serve to preserve or enhance the setting of any nearby Listed Buildings or Conservation Area they are within, or the amenity of nearby residents;</del></li><li>• The building and site has a satisfactory access to the highway network and the proposal would not have a severe impact on the local highway network;</li><li>• Satisfactory off-street parking, bin storage and bin collection points can be provided without adversely impacting on rural character and mains services are available for connection into the scheme;</li><li>• The development does not require the removal of, or damage to, significant or prominent trees, hedges, watercourses, ponds or any other natural landscape features;</li></ul>
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			<ul style="list-style-type: none"> <li>• The development would not have an unacceptable impact on nature conservation interests or any protected species present;</li> <li>• Drainage and sewerage requirements are met to the satisfaction of the relevant agencies;</li> <li>• If an agricultural building, it is not one substantially completed within ten years of the date of the application;</li> <li>• The proposal would not harm the agricultural or other enterprise occupying the land or buildings in the vicinity; and</li> <li>• The re-use of the building must not be likely to result in additional farm buildings which would have a harmful effect on the openness of the area.</li> </ul> <p>All applications should accord with guidance set out within the latest version of the “Conversion and re-use of buildings in the Countryside” Supplementary Planning Document.</p>
MM023	HS18 <u>HS14</u>	Pages 45 to 47 and Paras 106 to 108	<p><b><u>Strategic Policy HS18-<del>HS14</del>: Gypsies, Travellers and Travelling Showpeople</u></b></p> <p><del>A Transit site accommodating a minimum of four pitches will be provided on a site at Futures Park, Bacup, shown on the Policies Map as an Employment Mixed Use site M4.</del></p> <p><del>Four additional pitches will be provided by intensification on two existing private sites (at Tong Lane, Bacup and Cobland View, Stacksteads) subject to obtaining relevant permission for siting and infrastructure.</del></p> <p><del>Two additional pitches may be required towards the end of the Plan period. The following factors will be considered as part of the consideration of any planning application:</del></p> <p><u>The accommodation need for Gypsies, Travellers and Travelling Showpeople over the Plan period is of up to four permanent pitches.</u></p>

		<p><u>Two of the pitches will be provided via intensification on existing sites (at Tong Lane, Bacup and/or Cobland View, Stacksteads) and any potential need for other pitches will be dealt with as windfall development against the following criteria:</u></p> <ul style="list-style-type: none"><li>• Access to the road network;</li><li>• Access to schools and services;</li><li>• Availability of water and infrastructure services;</li><li>• Proximity to existing development and the settled community, particularly with respect to noise and light; and</li><li>• Adequacy of landscaping and boundary treatments.</li></ul> <p><u>The Council's Gypsy and Traveller Area Assessment (2016) identifies that there is a need for four transit pitches in the borough. In order to make provision for these needs the Council will seek to implement a Negotiated Stopping policy, as part of which the Council will need to identify suitable stopping sites. Such sites should be:</u></p> <ul style="list-style-type: none"><li>• <del>able to accommodate four pitches;</del></li><li>• <u>on readily available land;</u></li><li>• <u>close to existing infrastructure and services;</u></li><li>• <u>able to provide appropriate living conditions for occupants in terms of noise, light and privacy.</u></li></ul> <p><u>To manage the sites the following must be agreed upon before occupation of any suitable stopping site:</u></p> <ul style="list-style-type: none"><li>• <u>The length of use of the site (no more than 28 days);</u></li><li>• <u>Any necessary refuse and sanitary facilities to be provided;</u></li><li>• <u>Site hygiene requirements.</u></li></ul>
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		<p><b>Explanation</b></p> <p><del>The Council's Gypsy and Traveller Area Assessment (2016) (GTAA) found that the register of illegal encampments indicates a need to provide a stopping off point for families travelling through the area. This would allow Gypsies and Travellers transiting the area to places such as Appleby Horse Fair to legally stop over for a temporary period of time in a suitable location. Basic facilities such as toilets, water and waste bins would be provided. It is anticipated that this would help to reduce illegal encampments.</del></p> <p><del>The study also showed that there is a demand for additional permanent housing within existing gypsies and traveller families. This need can be met through the provision of additional caravans on existing plots. There may be a need towards the end of the Plan period to provide two more pitches elsewhere in the Borough. Such applications would be assessed on a case by case basis against the criteria set out in the policy.</del></p> <p><del>No requirement has been identified at the present time for a site to meet the needs of travelling show people</del></p> <p><u>The Council's Gypsy and Traveller Area Assessment (2016) (GTAA) showed that there is a demand for up to four additional pitches within the Borough. Two of these pitches will be provided via intensification at existing sites. The other two via windfall sites later in the plan period dependent upon whether the demand arises. The windfall approach for two of these pitches is</u></p>
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			<p><u>appropriate as it is not entirely clear whether the two pitches later in the Plan period will definitely be needed.</u></p> <p><u>The GTAA also recommended that provision for four transit pitches is made within the Borough. As no suitable transit sites have been identified in the Plan, the Council is seeking to meet this need via the implementation of a Negotiated Stopping Policy. This would allow Gypsies and Travellers transiting the area to places such as Appleby Horse Fair to legally stop over for a temporary period of time in a suitable location, subject to a Negotiated Stopping agreement. Basic facilities such as toilets, water and waste bins would be provided, in exchange for keeping the site tidy and respecting neighbours of the site. It is anticipated that this would help to reduce illegal encampments.</u></p> <p><u>Being able to come to a Negotiated Stopping agreement would benefit the Local Authority by reducing the amount of resources spent on moving Travellers on, and the Travelling groups by decreasing the number of evictions they experience.</u></p> <p><u>No requirement has been identified at the present time for a site to meet the needs of Travelling Showpeople.</u></p>
MM024	HS19 <u>HS15</u>	Pages 46 and 47	<p><b>Policy <del>HS19</del> <u>HS15</u>: Specialist Housing</b></p> <p>Development proposals for specialist forms of housing, including retirement accommodation, extra care accommodation and supported accommodation services, will be supported provided that:</p> <ul style="list-style-type: none"> <li>• The development is well located so that shops, public transport, community facilities and other infrastructure and services are accessible for those without a car, as appropriate to the needs and level of mobility of potential residents, as well as visitors and staff;</li> <li>• The development contains appropriate external amenity space of an acceptable quantity and quality;</li> <li>• Adequate provision is made for refuse storage and disposal facilities; <del>and</del></li> </ul>

			<ul style="list-style-type: none"> <li>• It would not have an unacceptable impact on the character of the area or the amenity of the occupiers of neighbouring properties; <u>and</u></li> <li>• The design and layout of the accommodation and its relation to its broader context fully meets the requirements of the residents of the specific type of accommodation proposed.</li> </ul> <p>The following <del>sites are</del> <u>site is</u> allocated on the Policies Map specifically for specialist accommodation:</p> <ul style="list-style-type: none"> <li>• H22 - Former Bacup Health Centre</li> <li>• <del>H53 - Waterfoot Primary School</del></li> <li>• <del>H67 - Land Behind Buxton Street, Whitworth</del></li> </ul>
MM025	<del>HS20</del> <u>HS16</u>	Pages 47 and 48 and Para 112	<p><b>Policy <del>HS20</del> <u>HS16</u>: Self Build and Custom Built Houses</b></p> <p>The Council will support individuals who wish to commission or build their own dwelling by identifying suitable serviced plots of land. To ensure a variety of housing provision developers of schemes comprising of 50 dwellings or over will be encouraged, where possible, to make at least 10% of plots available for sale to small builders or individuals or groups who wish to custom build their own homes. <u>This will be subject to the Council’s self-build register and site viability.</u></p> <p>The following housing sites allocated under Policy HS2 are identified specifically for self-build and custom build housing:</p> <ul style="list-style-type: none"> <li>• <del>H6</del> <u>H4</u> - Land south of 1293 Burnley Road, Loveclough - 5 units</li> <li>• <del>H64</del> <u>H54</u> - Hareholme - 9 units</li> <li>• <del>H58</del> <u>H51</u>- Lea Bank - 9 units</li> </ul> <p><b>Explanation</b></p>

			<p>The Government is committed to increasing the supply of <del>self-build</del> <u>self-build</u> and custom build homes and wants to make this form of housing a mainstream housing option. Evidence from the SHMA indicates that the level of demand for plots is currently low in Rossendale however this policy seeks to support individuals who would like to build or commission their own home by making plots available for them. The Council maintains a self-build and custom build housing register and, as of <del>July 2018</del> <u>31<sup>st</sup> March 2021</u>, there are <del>13</del> <u>33</u> individuals registered and no Associations on the Self-build Register. In order to meet this demand a number of Council owned sites have been made available. However, in order to supplement this, the Council <del>is willing and would encourage house builders to provide custom build dwellings for individuals keen to participate.</del> <u>will also encourage developers to make plots available for these purposes.</u></p>
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MM. No.	Policy ref./ No.	Page / para. No.	Modification <b>EMPLOYMENT</b>
<b>Employment</b>			
MM026	EMP1	Pages. 49 to 50 and Paras 114, 116, 117, 118, 119	<p><b>Strategic Policy EMP1: Provision for Employment</b></p> <p>The Council, together with developers and other partners, will seek to provide sufficient employment land to meet the Borough's <u>gross</u> requirement of 27 hectares for business, general industrial or storage and distribution (Use Classes <del>B4</del> <u>E(g)</u>, B2 and B8) for the <u>Plan</u> period <del>up to 2034</del> <u>of 2019 - 2036</u>.</p> <p><b>Explanation</b></p> <p>In terms of office uses, activity is generally focused to the west of the Borough around Rawtenstall and Haslingden. Whilst there is a current oversupply in the short term, the ELR evidences a need</p>

		<p>for new office accommodation (B4a E(g)(i)) in the longer term to meet the forecast growth in the service sector, and suggests that this could be located in Rawtenstall.</p> <p>The Employment Land Review (ELR) <u>study from 2017</u> considered a number of scenarios in order to identify the Borough's Objectively Assessed Need for Employment, ranging from 22 ha to 32 ha <u>(gross)</u> over the period 2014 to 2034. The lower figure is based on past delivery of employment land, which has been low and it could be considered that this under supply has been constraining Rossendale's economic growth. Hence the Council is proposing a mid-way employment land <u>gross</u> requirement of 27 ha, which aligns with Housing Need (based on a labour supply of 220 dwellings per annum) (dpa) and <u>taking</u> <u>into</u> <u>account</u> an allowance for the replacement of losses (of 26.9ha) and <u>factoring</u> <u>factors</u> in a flexibility margin of two years take-up of 1.99ha).</p> <p><u>In 2019, an update to the scenarios for the period 2019 to 2034 was undertaken using data from the 2019 SHMA. This re-modelling reduces the range of 22-32 ha between 2014-2034 to a range of 14-25 ha over the period 2019-2034. A further Update was undertaken in April 2021 to take account of the longer plan period (2019 to 2036) and the updated Local Housing Need figures which were published in March 2021, and demonstrated a lower housing requirement (of 185 dpa). Taking these factors into account, the employment land modelling shows that the range for the Objectively Assessed Need (OAN) is from 14 ha to 19 ha for the period 2019 to 2036. This is lower than the range identified in the previous Update (17-25 ha). This is because of the reduction in the average employment loss replacement and past take-up rates, despite the plan period having been extended. However, the Council considers that it is appropriate to retain the employment land requirement of 27 ha to take account of previous under provision of employment land in the past few years (0.33ha of employment land built between 2015-19 against the ELR</u></p>
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		<p><u>requirement of 1.35 ha per year or 6.75 ha over the five years). Qualitative evidence identifies a shortage of good quality larger premises, particularly in the west around the Rossendale Valley Growth Corridor. The employment land requirement of 27ha will provide choice for businesses as well as offering flexibility in the supply of sites.</u></p> <p>The ELR has identified an overall adjusted current supply of 16.4 ha (net) throughout Rossendale, from extant permissions, as well as existing and allocated employment space, having taken into account recommendations for de-allocations and release to uses other than B1 <u>E(g)</u>, B2 and B8. This indicates that there is a <u>gross</u> requirement in quantitative terms to identify further land for employment to meet future needs. In addition, <del>o</del> <u>Of the existing employment sites</u> that are to be retained, the study notes that much of this committed supply is of poor quality, nor located where market demand is greatest. Hence there is a qualitative as well as a quantitative need to identify new land for employment.</p> <p>The <del>Council will allocate 27 ha</del> <u>The plan sets a requirement for 27ha</u> of employment land for business, general industrial and storage or distribution (Use Classes B4 <u>E(g)</u>, B2 and B8) within Rossendale over the plan period (<del>2014</del> <u>2019</u>– 2036). This figure is intended to meet Rossendale’s employment space needs in full so that its economy is not constrained whilst recognising that developments in adjoining areas will remain a key influence.</p>
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			<p>As well as protecting existing employment sites (as recommended in the review of employment sites) there is the need to allocate new land to meet the quantitative shortfall (of 11ha) and the qualitative shortfall too. The ELR assesses a number of sites, particularly in the west where demand is known to be greatest. Based on the recommendations, as well as the findings of other studies (including the Green Belt Review) and discussions with partners and other stakeholders, and the Council is proposing to make available <u>additional land</u> for employment purposes, <u>additional land totalling 26ha of gross area. As shown in the table below the Council has identified an employment supply of 31 ha, which is greater than the requirement of 27 ha. The supply of employment land identified in the Local Plan comprises five sites that will bring forward up to 23ha of new employment land. There are also three mixed use sites that have been identified for a range of potential uses, including E(g), B2 and B8, which will bring forward up to 1.94 ha of new employment land. Additionally some of the sites currently in existing employment use, and which are to be protected for employment uses, have spare capacity that can come forward and would generate an extra 2.57 ha of employment land supply. The remaining supply is made up of employment site completions in 2019/20 (1.07 ha) and sites for employment with planning permission that are still outstanding (2.57 ha).</u></p>
MM027	EMP2	Pages 51 to 55 and Para 120 to 123	<p><b>Policy EMP2: Employment Site Allocations</b></p> <p>The following sites shown on the Policies Map are allocated and protected for business, general industrial or storage and distribution (Use Classes B4 <u>E(g)</u>, B2 or B8 respectively) in the period 2019-2034<u>6</u>. <del>Rossendale Council will require a masterplan or development brief on sites identified with an *</del> <u>Additional uses will be permitted on mixed-use site allocations.</u></p>

<b>Table 2 8: Employment Site Allocations</b>						
<b>Employment Allocation Ref.</b>	<b>Site name</b>	<b>Gross Area Total Site Area (ha)</b>	<b>Estimated Remaining/ Available-Net Developable Area (ha)</b>	<b>Use Class</b>	<b>Policy</b>	<b>Site Specific Policy</b>
<b>New Employment</b>						
NE1	Extension to Mayfield Chicks, Ewood Bridge	2.81	<del>2.81</del> <u>1.57</u>	B4 E(g), B2, B8	EMP 2	<u>Yes</u>
NE2	Land North of Hud Hey, <del>Haslingden Acre</del>	3.43	<del>*2.70</del> <u>2.03</u>	B4 E(g), B2, B8	EMP 2	<u>Yes</u>
NE3	Carrs Industrial Estate North Extension, Haslingden	5.67	<del>*4.84</del> <u>4.26</u>	B4 E(g), B2, B8	EMP 2	<u>Yes</u>
NE4	Extension of New Hall Hey, Rawtenstall	<del>6.18</del> <u>6.04</u>	<del>*5.20</del> <u>3.00</u>	B4 E(g), B2, B8	EMP 7	<u>Yes</u>
NE5	<u>Extension to Baxenden Chemicals Ltd site, Rising Bridge</u>	4.92	4.40	B4 E(g), B2, B8	EMP 2	<u>Yes</u>
<b>Total New Employment</b>		<b><del>23.04</del> <u>22.87</u></b>	<b><del>15.95</del> <u>15.26</u></b>			

<b>Mixed-Use including Employment</b>						
M1	Waterside Mill, Bacup	0.09	0.09	A1 E(a), B4 E(g), B2, C3	EMP 2	Yes
M2	Spinning Point, Rawtenstall	1.56	1.56	A1, A2, A3, A4, A5, B1, C1, C3, D2	R2	
M3	Isle of Man Mill, Water	1.13 0	0.54 0	B4 E(g), B2, B8, C3	EMP 2	
M4 — M3	Futures Park, Bacup	4.59 1.85	* 1.13	A1 E(a), A3, E(b), A4 Sui Generis, B4 E(g), B2, B8, C1, F2 Transit site for Gypsies and Travellers	EMP 6 M4 and HS4 8	Yes
M5	Park Mill, Helmshore	0.86	0.40	A1, A3	EMP 2	
<b>Total Mixed-use</b>		<b>8.23</b> <b>1.94</b>	<b>2.56</b> <b>1.22</b>			

<b>Existing Employment</b>						
EE1	Beech Industrial Estate	<del>2.36</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE2	Henrietta Street	<del>9.90</del> 0	<del>0.58</del> 0.00	B4 E(g), B2, B8	EMP	2
EE3	The Sidings	<del>5.63</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE4	Beta Burnley Road	<del>0.32</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE5	Burnley Road	<del>0.78</del> 0	0.00	B4(e) E(g)(iii), B2, B8	EMP	2
EE6	Kings Cloughfold	<del>4.72</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE7	Myrtle Grove	<del>3.77</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE8	Turton Hollow Road	<del>2.88</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE9	Springvale Works, Shawclough Road	<del>1.01</del> 0	0.00	B4 E(g), B2, B8	EMP	2
EE10	Mayfield Chicks & Adjoining Ewood Bridge Mill	<del>2.80</del> 0	0.00	B4 E(g), B2, B8	EMP	2

			EE11	Prinny Hill Road	<del>0.34</del> 0	0.00	B4 E(g), B2, B8	EMP 2	
			EE12	Large Site at Hud Hey	<del>7.74</del> 2.04	1.70	B4 E(g), B2, B8	EMP 2	
			EE13	Land off Manchester Road (Solomons)	<del>1.50</del> 0	<del>1.36</del> 0	B4 E(g), B2, B8	EMP 2	
			EE14	Commerce Street & Grove Mill	<del>1.39</del> 0	0.00	B4 E(g), B2, B8	EMP 2	
			EE15	The Courtyard	<del>0.70</del> 0	0.00	B4 E(g), B2, B8	EMP 2	
			EE16	Carrs Industrial Estate	<del>20.56</del> 0	0.00	B4 E(g), B2, B8	EMP 2	
			EE17	Three Point Business Park	<del>4.20</del> 0	0.00	B2, B8	EMP 2	
			EE18	Knowsley Road Industrial Estate	<del>15.97</del> 0	0.00	B2, B8	EMP 2	
			EE19	Solomon's Site	<del>3.14</del> 0	<del>0.80</del> 0.0	B4 E(g), B2, B8	EMP 2	
			EE20	Wavell House	<del>0.48</del> 0	0.00	B4 E(g), B2, B8	EMP 2	
			EE21	Piercy Mount Industrial Estate Burnley Road East	<del>0.64</del> 0	0.00	B4 E(g), B2, B8	EMP 2	

			EE22	Land at Robert Street	<del>4.04</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE23	Rossendale Motor Sales, Bury Road	<del>0.29</del> 0.07	0.06	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE24	New Hall Hey	<del>3.66</del> 0.0	<del>0.5</del> 0.0	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE25	New Hall Hey Road	<del>2.48</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE26	Novaks	<del>0.52</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE27	Rising Bridge Business & Enterprise Village	<del>0.56</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE28	Hollands Bakery & Baxenden Chemicals	<del>5.77</del> 0	0.00	B2, B8	<del>EMP</del> 2	
			EE29	Freeholds Road	<del>4.04</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE30	Toll Bar Business Park	<del>0.93</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE31	Atherton Holme Works	<del>3.06</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	
			EE32	Nun Hills	<del>4.46</del> 0	0.00	B4 E(g), B2, B8	<del>EMP</del> 2	

			EE33	Acre Mill Road	<del>4.78</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE34	Ormerods	<del>2.28</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE35	Broad Clough	<del>1.40</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE36	Bridge Mills, Plunge Road	<del>1.33</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE37	Stubbins Vale Mill	<del>3.45</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE38	Georgia Pacific	<del>5.17</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE39	Cuba Industrial Estate	<del>2.42</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE40	Riverside Business Park	<del>6.04</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE41	Forest Mill	<del>0.65</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE42	Waterfoot Mills	<del>1.84</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE43	Warth Mill	<del>7.08</del> <u>0.12</u>	<del>0.18</del> <u>0.08</u>	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	
			EE44	Hugh Business Park	<del>1.46</del> <u>0</u>	0.00	B4 E(g), B2, B8	<del>EMP</del> <u>2</u>	

			EE45	Bacup Coal Yard	<del>0.41</del> <u>0</u>	0.00	B4 E(g), B2, B8	EMP 2	
			EE46	Burnley Road East	<del>0.82</del> <u>0</u>	0.00	B4 E(g), B2, B8	EMP 2	
			EE47	Station Road	<del>0.70</del> <u>0.34</u>	0.28	B4 E(g), B2, B8	EMP 2	
			EE48	Spodden Mill	<del>1.85</del> <u>0</u>	0.00	B4 E(g), B2, B8	EMP 2	
			EE49	Bridge End Mills	<del>1.87</del> <u>0</u>	0.00	B4 E(g), B2, B8	EMP 2	
			EE50	Bridge Mill	<del>1.23</del> <u>0</u>	0.00	B4 E(g), B2, B8	EMP 2	
			EE51	Kippax Mill	<del>1.36</del> <u>0</u>	0.00	B2, B8	EMP 2	
			<b>Total Existing Employment</b>		<del>154.78</del> <u>2.57</u>	<del>5.46</del> <u>2.12</u>			
			<b>Total Employment Allocation</b>		<del>186.02</del> <u>27.38</u>	<del>27.97</del> <u>18.06</u>			
			* To be determined as part of the masterplanning approach						

Table 9: Sources of employment land supply in gross area (ha) during the extended Plan period (2019 -2036)

<b>Sources of employment supply (B1/E(g), B2 and B8)</b>	<b>Gross Area (ha)</b>
<u>New employment sites</u>	<u>22.87</u>
<u>Mixed-use sites with employment use</u>	<u>1.94</u>
<u>Spare capacity on existing employment sites</u>	<u>2.57</u>
<u>Completions for employment use in 2019/20*</u>	<u>1.07</u>
<u>Outstanding commitments – Sites with planning permissions for employment uses*</u>	<u>2.57</u>
<b><u>TOTAL (ha)</u></b>	<b><u>31.02</u></b>

*Note: The Commitments and Completions data is correct as at 31/03/2020*

**Explanation**

The ELR assessed Rossendale’s existing and future supply of employment land and its sufficiency and suitability to meet needs. Based on the range identified, the Council is looking to identify 27 ha of B-class employment land in Rossendale over the plan period. With a current employment land supply of 16.4 ha, there is a shortfall of employment land. The table above identifies sites where new employment land may come forward. This includes the five new employment sites (NE1-NE5), as well as sites identified for mixed use purposes, including Eg,B2 and B8, identified as M1-M3. Another source of employment land supply is spare capacity on existing employment sites.

		<p><del>Some of the committed employment land supply sites are of poor quality and do not meet the needs of modern business, in particular there is a gap in the market for small industrial units. Additionally much of the committed supply of sites is not located where market demand is greatest. There is an evidenced need for new sites in the west of the Borough where there is good access to the A56 and M66.</del></p> <p><u>An Employment Land Review was undertaken in 2017, the assessment included a review of the characteristics and quality of committed employment land supply in the Borough. Overall assessments of existing sites indicated that the Borough has a range of employment sites of varying quality and type, with the majority dominated by industrial or warehousing uses. Some of the supply was deemed to be of poor quality, in need of regeneration, with a gap in the market for small industrial units and evidence indicating a need for new sites in the west of the Borough where there is good access to the A56 and M66. Recommendations were however made to retain a number of sites for employment use in light of their roles and characteristics including; well established industrial areas with low vacancy rates and excellent public transport links. Sites that continue to be protected for employment use are included at Table 8:</u></p> <p>The sites identified above will increase the current choice of sites and provide the Borough with new development opportunities. Focus has been placed upon identifying new sites in areas of strongest market demand, in the west of the Borough, to provide further industrial and warehousing allocations to meet need. The Futures Park allocation and the Barlow Bottoms site in Whitworth do however seek to meet employment needs in the east of the Borough. <u>Regarding the provision of new offices, schemes should also align with Policy R1.</u> The retention of existing sites helps to ensure that the needs of a wide range of employers <u>are met, as well as and will</u> provide employment opportunities in all parts of the Borough, including those where there are high levels of deprivation and the ability to travel for work is limited.</p>
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			<p>Existing employment sites have been assessed and protected accordingly where appropriate. The Council will encourage and support the upgrading, refurbishment and redevelopment of existing employment areas so that they can be used more efficiently and remain attractive and viable to the market. All developers will be expected to ensure that relevant infrastructure requirements, including utility provision and road access are taken into account when upgrading, refurbishing and redeveloping their sites. <u>A small number of these protected existing employment sites have spare capacity for additional employment uses as shown in the table above.</u></p> <p><u>The site allocations identified in Table 8 will retain and provide new employment opportunities in the Borough for businesses, general industrial or storage and distribution (Use Classes E(g), B2 and B8 respectively). Additional uses will also be permitted on mixed-use site allocations.</u></p>
MM028		New insert below Table 9 Page 51	<p><b><u>SITE SPECIFIC POLICIES</u></b></p> <p><u>A number of employment sites have site specific policies to guide their development, as listed in Table 8 above. These are sites NE1, NE2, NE3, NE4, NE 5 and Mixed Use Sites M1 and M3.</u></p> <p><b><u>Policy NE1: Extension to Mayfield Chicks, Ewood Bridge</u></b></p> <p><u>Within the area designated on the Policies Map at the extension to Mayfield Chicks, Ewood Bridge (NE1) new high quality development comprising E(g) Business, B2 (General Industrial) and B8 (Storage or Distribution) will be permitted subject to the following:</u></p> <p><u>(a) the net developable area will comprise no more than 1.57 ha and development must exclude the land on the northern boundary which is identified as grassland stepping stone habitat on the Lancashire Grassland Ecological Network Map.</u></p>

		<p><u>(b) an ecological assessment of the entire allocation will be required and all adverse impacts on the grassland habitat will need to be fully mitigated against. Any measures to address the loss of biodiversity that cannot be incorporated within the area of development (i.e. the developable area) will need to be addressed by improvements to the grassland stepping stone habitat;</u></p> <p><u>c) vehicular access will be through the existing industrial site and improvements to the junction and widening of the access road will be required;</u></p> <p><u>d) a site specific-flood risk assessment is undertaken;</u></p> <p><u>e) details relating to layout, massing and landscaping, will be required to show how the proposed development will respect views from the Irwell Sculpture Trail and the East Lancashire Railway line. This should include native-species tree and hedgerow planting to delineate the new Green Belt boundary.</u></p> <p><u>f) Measures will be required to compensate for the loss of the Green Belt with proportionate contributions being made to all or some of the following identified projects:</u></p> <ul style="list-style-type: none"><li>• <u>Rossendale Forest;</u></li><li>• <u>The New Hall Hey Gateway;</u></li><li>• <u>Improvement works to footpaths in the vicinity – namely FP 14-4-FP309 and 14-4-RB303 to ensure the site links with other parts of the Borough;</u></li><li>• <u>Improved biodiversity measures on the grassland stepping stone habitat.</u></li></ul> <p><b><u>Explanation</u></b></p> <p><u>This allocation relates to an extension to an existing employment site in order for the business already located there to expand and use the additional land for storage and distribution.</u></p> <p><u>Exceptional circumstances have been demonstrated to allow the release of additional land from Green Belt for employment purposes. In accordance with the National Planning Policy Framework compensatory measures to improve the remaining Green Belt land, as set out above, must be</u></p>
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		<p><u>agreed before any planning consent can be issued. Further details of Green Belt compensation measures are included in Policy SD4.</u></p> <p><u>This is a sensitive location for landscaping, bounded by the Irwell Sculpture Trail, the River Irwell, the line of the East Lancashire Railway and adjoining the Green Belt. As such a high quality design will be expected that takes account of the wider site context, including measures relating to building materials, massing, layout and landscaping, and especially boundary treatments.</u></p> <p><u>Part of the site falls within Flood Zone 3. The Council's Strategic Flood Risk Assessment recommends that development proposals for employment uses should be subject to a site specific flood assessment.</u></p> <p><u>The land in the north of the allocation has ecological value as a stepping stone habitat. As such there should be no adverse impacts on this habitat as a result of the development, and mitigation measures will be required and advantage taken to ensure that the grassland is improved and retained as a wildlife corridor.</u></p> <p><b><u>Policy NE2: Land north of Hud Hey, Acre</u></b></p> <p><u>Within the area designated on the Policies Map at the Land north of Hud Hey, Acre, (NE2) new high quality development comprising E(g) (Business Uses) B2 (General Industrial) and B8 (Storage or Distribution) will be permitted subject to the following:</u></p> <ul style="list-style-type: none"><li>a) <u>the net developable area will comprise no more than 2.03 ha</u></li><li>b) <u>development should avoid the northern and eastern boundaries of the allocation and these areas should be planted with native-species trees in order to create a buffer and provide a new Green Belt boundary.</u></li><li>c) <u>any existing woodland within the site, particularly along the A56, A680 and between the new development and existing housing should be retained, maintained and enhanced. Opportunities for additional tree planting and habitat creation should also be explored, whilst not completely blocking views through the site;</u></li><li>d) <u>a new priority junction and access from Hud Hey Rd is to be provided. This will need to be based on the findings of a detailed geotechnical feasibility study of land stability and a full</u></li></ul>
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		<p><u>ground investigation survey, and be subject to a Transport Assessment, including Road Safety Audit.</u></p> <p>e) <u>a drainage study and drainage mitigation to ensure no drainage runoff onto the A56. A sustainable drainage system shall be used as part of the green infrastructure through the site, subject to land stability;</u></p> <p>f) <u>measures will be required to compensate for the loss of the Green Belt with proportionate contributions being made to all or some of the following identified projects:</u></p> <ul style="list-style-type: none"><li>• <u>Creation of footpath links to adjacent Worsley Park and Improvement work to footpaths in the vicinity which improve access to or are within the Green Belt;</u></li><li>• <u>Improvements to National Cycle Route 6 to enhance the link between Haslingden and Rising Bridge;</u></li><li>• <u>Improved biodiversity measures at Worsley Park, woodland to the north and east of the park and to the south of Clough End Road, and any other appropriate areas in the surrounding Green Belt.</u></li><li>• <u>Rossendale Forest</u></li><li>• <u>New Hall Hey Gateway</u></li></ul> <p><b><u>Explanation</u></b></p> <p><u>This allocation relates to a site in Acre, between Rising Bridge and Haslingden, which borders the existing employment site, EE12, to the south, and housing to the north. Sensitive landscaping will be needed to ensure the boundary to the new Green Belt is reinforced with measures such as local stone walls and additional native species planting. Tree Preservation Orders protect some of the existing woodland.</u></p> <p><u>Highways England is responsible for the A56 and requires extensive studies be undertaken to show that, not only is the land stable, but that the proximity of the access to their bridge structure (the A56 over-bridge abutments and highway verge) will cause no unnecessary risks. As well as geotechnical studies, drainage details are also required.</u></p>
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		<p><u>Exceptional circumstances have been demonstrated to allow the release of the land from the Green Belt for employment purposes. In accordance with the National Planning Policy Framework, compensatory measures to improve the remaining Green Belt land, as set out above, must be agreed before any planning consent can be issued. This includes any footpath links created to Worsley Park, the existing Public Rights of Way on the other side of King’s Highway and any surrounding Green Belt areas.</u></p> <ul style="list-style-type: none"><li>• <u>Improvements to NCR6 to enhance the link between Haslingden and Rising Bridge;</u></li><li>• <u>Improved biodiversity measures at Worsley Park, woodland to the north and east of the park and to the south of Clough End Road, and any other appropriate areas in the surrounding Green Belt.</u></li></ul> <p><b><u>Policy NE3: Carrs Industrial Estate North Extension, Haslingden</u></b></p> <p><u>Within the area designated on the Policies Map as the northern extension to Carrs Industrial Estate, Haslingden (NE3) new high quality development comprising E(g) (Business), B2 (General Industrial) and B8 (Storage or Distribution) will be permitted subject to the following:</u></p> <p>a) <u>the net developable area will comprise no more than 4.26 ha</u></p> <p>b) <u>access is to be delivered via Commerce Street with a site-specific ground investigation required to address potential geotechnical and geo-environmental risks;</u></p> <p>c) <u>a drainage study and drainage mitigation to ensure no drainage runoff onto the A56. A sustainable drainage system shall be used as part of the green infrastructure through the site, subject to land stability</u></p> <p>d) <u>buildings should subservient to Britannia Mill and units should be designed so as to be sympathetic to the local area and the setting of nearby Listed Buildings and other heritage assets;</u></p> <p>e) <u>key views will need to be retained to Britannia Mill and the Church of St James;</u></p>
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		<p>Pages 59 to 62 and Paras 140 and 141</p>	<p>f) <u>native species tree planting is to be provided along the A56 and further landscape treatment is expected adjacent to the Public Right of Way along the western boundary.</u></p> <p><b><u>Explanation</u></b></p> <p><u>This allocation will extend the popular employment area known as Carrs Industrial Estate, along the A56.</u></p> <p><u>Access to the site will need the full agreement of Highways England given its proximity to the A56, a trunk road. As well as transport issues developing this site will require detailed investigation of the geology and an assessment of how this will affect future development. Highways England's approval will also be required to ensure no adverse effects on the A56 in the future.</u></p> <p><u>Any development at this location will need to consider impacts on the setting of heritage assets in the vicinity of the site (namely Britannia Mill and the Church of St James), and as such any development on the site must be sympathetic to this. The scheme will need to be designed in such a way that the height of the new buildings do not compete with Britannia Mill or harm its setting. The southern part of the site will need to be treated particularly sensitively to protect and retain views of these heritage assets.</u></p> <p><b>Policy <u>EMP7-NE4</u>: New Hall Hey</b></p> <p>Within the area defined on the Policies Map at New Hall Hey (NE4) new high quality development will be permitted <u>for employment uses comprising E(g)-(Business), B2 (General Industrial) and B8 (Storage or Distribution).</u>subject to the following:</p> <p><u>(a) a net developable area comprising of no more than 3ha</u></p> <p><del>a) (b) Comprehensive development of the <u>entire</u> site is demonstrated through a masterplan;</del></p>
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		<p>(b) The implementation of development <u>to be</u> in accordance with an agreed design code, <u>prepared in consultation with key stakeholders including statutory undertakers</u>. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements:</p> <ul style="list-style-type: none"><li>a. A greenspace and landscape <u>structure strategy</u> reflecting both its status as a “gateway” to the Borough <u>as part of the New Hall Hey Gateway</u> and ecological value;</li><li>b. A movement framework supported by a detailed Travel Plan and Transport Assessment, <u>which also identifies the access point(s)</u>;</li><li>c. Existing overhead and underground infrastructure;</li><li>d. Layout considerations <u>to accommodate long views east-west across the site</u>;</li><li>e. Parking and garaging;</li><li>f. Appropriate building and hard surfacing materials;</li><li>g. Measures to mitigate and enhance the impact on the setting of the listed Hardman’s Mill;</li><li>h. Maximising energy efficiency in design;</li><li>i. Details of appropriate boundary treatments;</li><li>j. Lighting;</li><li>k. Details of the laying of services, drainage and cables;</li><li>l. Bin storage and rubbish collection;</li><li>m. Ecology and nature conservation;</li><li>n. The relationship with the adjacent Irwell Sculpture Trail;</li><li>o. The relationship with the River Irwell.</li></ul> <p><u>(c) (d)</u> A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</p> <ul style="list-style-type: none"><li>a. Highway hierarchy;</li><li>b. Bridge over the River Irwell;</li><li>c. Foul and surface water drainage including flood risk mitigation;</li></ul>
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		<p>d. Surface water drainage strategy including details of Sustainable Drainage; e. Nature conservation and enhancement works; f. Provision of footpath and cycle links g. Tree works and tree protection measures.</p> <p><del>(d) (e)</del> An agreed programme of implementation in accordance with the masterplan.</p> <p><u>(e) Suitable Green Belt compensation measures will be required in accordance with Policy SD4. In particular these will contribute towards the New Hall Hey Gateway which seeks to enhance pedestrian and cycle links, as well as improvements to the blue and green infrastructure within the vicinity, and to other projects set out in Policy SD4.</u></p> <p><del>The following uses are considered to be acceptable:</del></p> <p><del>g) Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution).</del></p> <p><b>Explanation</b></p> <p>In light of the two distinct areas of the site, the site's natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The infrastructure associated with the overall development and each individual phase will be subject to production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration <del>along with the requirement for a bridge over the River to access Area Bas</del> to which <u>will be the most suitable option. Site A, north of the River Irwell, could be accessed via the roundabout at New Hall Hey Rd/Ashworth Way. An option for access to Site B, which is south of the River Irwell, is being investigated via Holme Lane and the United Utilities/Electricity North West land, which would not then require a new bridge over the River</u></p>
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		<p>Policy NE5</p>	<p><u>Irwell. The access solution will determine phasing. Should a bridge be required site A will be brought forward first</u></p> <p>Development proposals will be subject to a Scoping Study, a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council and Highways England. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling and links effectively with existing infrastructure such as the Irwell Sculpture Trail. <u>Contributions towards these will be needed as Green Belt Compensation Measures. The Council is committed to the New Hall Hey Gateway.</u></p> <p><u>Exceptional circumstances have been demonstrated for Site A to be released from the Green Belt. Contributions will be required towards schemes which will compensate for the loss of this Green Belt. Particular relevant projects include the New Hall Hey Gateway as well as improvements to Public Rights of Way for accessing the Green Belt on foot and by cycle, and the Rossendale Forest.</u></p> <p><b><u>Policy NE5: Extension to Baxenden Chemicals site, Rising Bridge</u></b></p> <p><u>Within the area designated on the Policies Map at Baxenden Chemicals Ltd., Rising Bridge (NE5) new high quality development comprising E (g) Business B2 (General Industrial) and B8 (Storage or Distribution) will be permitted subject to the following:</u></p> <ul style="list-style-type: none"> <li>a) <u>the net developable area will comprise no more than 4.40ha;</u></li> <li>b) <u>ecological surveys for the ponds and Woodnook Water are undertaken to ensure water quality and biodiversity are retained;</u></li> <li>c) <u>subject to the findings of the ecological assessment and Tree Impact Plan and Tree Constraints Plan, which will be agreed prior to development taking place on site, any existing</u></li> </ul>
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		<p><u>trees within the site will be retained where possible and opportunities identified for additional planting of native species trees to link with the adjoining woodland;</u></p> <p>d) <u>access to the site is to be provided via the existing private road from Rising Bridge Road. Any increase in traffic generation would need to consider the possibility of a localised widening scheme along Rising Bridge Road, as well as some form of junction control required to deal with increased traffic generation near the local primary school;</u></p> <p>e) <u>a site specific Flood Risk Assessment is undertaken, ensuring any adverse impacts are mitigated and a drainage study with drainage mitigation to ensure no drainage runoff. A sustainable drainage system shall be used as part of the green infrastructure through the site;</u></p> <p>f) <u>any existing woodland within the site should be retained, maintained and enhanced. Opportunities for additional tree planting and habitat creation should also be explored, whilst not completely blocking views through the site.</u></p> <p><b><u>Explanation</u></b></p> <p><u>This allocation relates to an easterly extension of the Baxenden Chemicals site (EE28) in Rising Bridge, west of Rising Bridge Road and south of Blackburn Road. This site was allocated for employment in the Rossendale District Local Plan, adopted in 1995, but no development has taken place to date on this land. Discussions have been held with the current owners, Lanxess Urethanes UK Ltd, who wish the land to remain as an employment allocation to enable the company to invest in modernising and improving the processes and infrastructure within the site. This would facilitate the relocation of the existing warehousing and/or workshops, which are currently located centrally in the existing site, to enable the warehousing to be more efficient and</u></p>
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		New	<p><u>allow the expansion of the manufacturing plant into the area vacated by the warehouse and workshops.</u></p> <p><u>The boundary of NE5 is slightly larger than the previous allocation, with a slither of land that was previously designated as countryside being brought within the Urban Boundary and added to the previous allocation site boundary. This is to enable the access road to be widened if necessary. Any trees affected will need to be replaced in accordance with Policy ENV 10.</u></p> <p><u>Sensitive landscaping will be needed to ensure the boundary to the Green Belt is reinforced with appropriate landscape buffering and measures such as local stone walls and additional native species planting.</u></p> <p><b><u>Policy M1: Waterside Mill, Bacup</u></b></p> <p><u>Within the area designated on the Policies Map at Waterside Mill, Bacup (M1) new high quality development comprising E(g) (Offices, Research &amp; Development or Light Industrial), B2 (General Industrial), B8 (Storage or Distribution) and C3 (Residential) will be permitted subject to the following:</u></p> <p><u>(a) the net developable area will comprise no more than 0.09 ha with conversion for up to 39 apartments.</u></p> <p><u>(b) the significance of the heritage asset, its setting and the character and appearance of the Bacup Town Centre Conservation Area will be sustained and enhanced by the development;</u></p> <p><u>(c) subject to the findings of the Heritage Impact Assessment, the building and structures on the site will be retained and converted</u></p> <p><u>(d) a full structural survey is conducted to inform the retention of the heritage asset and its reuse;</u></p> <p><u>(e) the recording of the building prior to the carrying out of any approved intervention as part of the planning application for the site;</u></p>
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		<p>Pages 58 to 59 and Para 130,</p>	<p>(f) <u>a high quality design that responds to the site’s industrial heritage including the need for any new buildings to respond positively to local character and distinctiveness in terms of layout, design and materials;</u></p> <p>(g) <u>any additional or replacement buildings should be of high quality design, and in keeping with the former mill building in terms of materials and design, and enhance the Conservation Area</u></p> <p>(h) <u>adequate parking provision is to be provided.</u></p> <p><b>Policy <u>M3</u> <del>EMP6</del>: Futures Park</b></p> <p>Within the area defined on the Policies Map at Futures Park (M4) new high quality development will be permitted subject to the following:</p> <p>a) Comprehensive development of the site is demonstrated through a masterplan;</p> <p>b) Environmental constraints are reflected in the design;</p> <p>c) A phasing and infrastructure delivery schedule for the area <u>including access improvements for vehicular traffic as well as pedestrians and cyclists</u> ; and</p> <p>d) An agreed programme of implementation in accordance with the masterplan.</p> <p>The following uses are considered to be acceptable:</p> <p>i. Employment uses comprising <del>B4</del> <u>E(g)</u> (Business), B2 (General Industrial) and B8 (Storage or Distribution);</p> <p>ii. Hotel (Use Class C1), Restaurants and cafes (Use Class <del>A3</del> <u>E(b)</u>) and drinking establishments (Use Class A4 <u>Sui Generis</u>);</p> <p>iii. Leisure uses <u>and</u> (including Use Class F2 <del>D2</del>);</p> <p>iv. <del>Retail Display/ retail of goods</del>(Use Class A4 <u>E(a)</u>);</p> <p>v. Pedestrian and cycle route – “Valley of Stone” Greenway and link to Lee Quarry;</p> <p>vi. <del>Transit site for Gypsies and Travellers.</del></p>
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			<p><b>Explanation</b></p> <p>An area comprising <del>4.6</del> <u>4.59</u> hectares <u>Land</u> at Futures Park, Bacup, has been identified as having the potential to accommodate a flexible mixed use scheme, subject to national policy in the Framework <u>NPPF</u> and other relevant policies of this Local Plan. <u>In addition to the 1.85 ha identified in EMP2 for E(g), B2 and B8 traditional employment uses the other plots of land are expected to contribute to the wider aspirations of the Council, including leisure facilities as part of the Council's Outdoor Rossendale initiative to provide a visitor/cycle hub.</u> The <u>remaining area (comprising 4.6 ha, in total, of which part is already under construction or built on for employment uses and a day nursery)</u> will require a well-designed scheme that responds to the site's context, makes the most of environmental and leisure assets, takes account of the nearby Leisure facility at Lee Quarry, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements. The site is adjacent to the River Irwell; an Important Wildlife Site (IWS) and parts of the site are Stepping Stone Habitat for grassland and woodland. Rossendale <u>Borough</u> Council therefore requires a Masterplan for the development of this site.</p>
MM029	EMP3	Pages 54 to 56	<p><b>Policy EMP3: Employment Site and Premises</b></p> <p>All existing employment premises and sites last used for <del>employment</del> <u>B2 (General Industrial) or B8 (Storage and Distribution)</u> and not allocated for other purposes will be protected for employment use unless a clearly justified case can be made for a change of use. Proposals on all <u>B2 or B8</u> employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under the following criteria:</p> <ul style="list-style-type: none"> <li>a) whether there would be an unacceptable reduction on the quantity of employment land supply;</li> <li>b) <del>the proposal does not result in a net loss of jobs</del> <u>the extent of any job losses</u></li> <li>c) the relative quality and suitability of the site for employment and</li> </ul>

			<p>d) an assessment of the existing provision for the proposed use and whether there is a clearly identified need;</p> <p>e) the location of the site and its relationship to other uses;</p> <p>f) whether the ability to accommodate smaller scale employment requirements would be compromised;</p> <p>g) there would be a net improvement in amenity;</p> <p>h) the site and/or buildings are listed or locally listed heritage assets and their re-use or development is the most appropriate means to secure and maintain an acceptable and viable use that is consistent with their conservation in line with other relevant policies in this Plan; and</p> <p>i) The site has an adequate access and its redevelopment would not create a traffic hazard.</p> <p>Any proposals for housing use on all <u>B2 or B8</u> employment sites/premises will need to address criteria <del>(a)</del> <u>(i)</u> above and also be subject to:</p> <p>j) convincing evidence of lack of demand for employment re-use and employment redevelopment demonstrated through a rigorous and active marketing strategy to be agreed with the Council and normally of 12 month duration;</p> <p>k) an assessment of the viability of employment development including employment re-use and employment redevelopment; and</p> <p>l) where the existing buildings make a positive contribution to the local area a structural survey and assessment of the building to demonstrate the feasibility of retaining and converting the building as part of the residential development. Where an existing building will be lost as part of the development, there will the requirement to consider the re-use of the existing materials within the new development.</p> <p>An accompanying Supplementary Planning Document will be produced which will set out a balanced criteria based approach, including marketing and an assessment of the viability of</p>
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			employment use, under which all proposals for re-use will be assessed. The SPD will ensure the maintenance and creation of employment opportunities in Rossendale and set out the marketing requirements.
MM030	EMP4	Pages 56 to 57 and Para 128	<p><b>Policy EMP4: Development Criteria for Employment Generating Development</b></p> <p>Proposals for new employment generating development <u>from Class E (Commercial, Businesses and Services), Class B2 (General Industrial) or Class B8 (Storage and Distribution)</u>, including extensions to existing premises, which provides for or assists with the creation of new employment opportunities, inward investment and/or secures the retention of existing employment within the Borough will be supported provided that:</p> <ul style="list-style-type: none"> <li>• The scale, bulk and appearance of the development is compatible with the character of its surroundings;</li> <li>• There is no significant detrimental impact on the amenity of neighbouring land uses and the character of the area by virtue of increased levels of noise, odour, emissions, or dust and light impacts, surface water, drainage or sewerage related pollution problems;</li> <li>• The site has an adequate access that would not create a traffic hazard or have an undue environmental impact;</li> <li>• The traffic generated does not have a severe adverse impact on local amenity, highway safety or the operation of the highways network; and</li> <li>• Appropriate provision is made for on-site servicing and space for waiting goods vehicles;</li> <li>• Adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;</li> <li>• On the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;</li> </ul>

			<ul style="list-style-type: none"> <li>• <u>Development will only exceptionally be supported outside the Urban Boundary, subject to other policies in the Plan, and where it can be shown there are no other appropriate sites. Any development in the Green Belt will need to re-use existing buildings or constitute limited infill on previously developed sites and demonstrate very special circumstances</u></li> <li>• <u>Masterplanning or, for smaller sites, the development of a design framework, will be expected;</u></li> <li>• Open storage areas should be designed to minimise visual intrusion; and</li> <li>• The proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas.</li> <li>• <u>Proposals for land uses that are regarded as main town centre uses, as defined in the NPPF, will need to accord with Policies R1 to R5 and ensure there are no adverse impacts on the Borough’s centres and parades as defined in R1</u></li> </ul> <p><b>Explanation</b></p> <p>The Employment Land Review evidences declining employment levels in Rossendale since 1997 and high levels of out-commuting. In line with the Council’s Economic Strategy, it is essential therefore to attract new employment generating development to support the future growth and prosperity of the Borough. Proposals will need to meet the above criteria <u>and other policies within the Local Plan, including Policies SD2 and R1-R5,</u> to ensure that development is compatible with neighbouring land uses, the character of the surrounding area and to ensure there are adequate access and on-site servicing arrangements.</p>
MM031	EMP5	Pages 57 to 58	<p><b>Policy EMP5: Employment Development in non-allocated employment areas</b></p> <p>New small scale employment development (Use Classes B4 E(g), B2, B8, and A2 <u>E(c)</u> (A2 <u>E(c)</u> limited to under 100m2 of new floorspace)), will be permitted in areas where employment is not the principal land use provided there would be no detriment to the amenity of the area in terms of</p>

			<p>scale, character, noise, nuisance, disturbance, environment and car parking. <u>Very special circumstances will need to be demonstrated for land that is within the Green Belt. Where this can be demonstrated then contributions towards Green Belt compensatory measures as out in Policy SD4 will be required.</u></p>
MM032	EMP6	Pages 58 to 59 and Paras 130 to 133	<p><b>Policy EMP6: Futures Park</b></p> <p><del>Within the area defined on the Policies Map at Futures Park (M4) new high quality development will be permitted subject to the following:</del></p> <p><del>a) Comprehensive development of the site is demonstrated through a masterplan;</del></p> <p><del>b) Environmental constraints are reflected in the design;</del></p> <p><del>c) A phasing and infrastructure delivery schedule for the area; and</del></p> <p><del>d) An agreed programme of implementation in accordance with the masterplan.</del></p> <p><del>The following uses are considered to be acceptable:</del></p> <p><del>i. Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution);</del></p> <p><del>ii. Hotel (Use Class C1), Restaurants and cafes (Use Class A3) and drinking establishments (Use Class A4);</del></p> <p><del>iii. Leisure uses (Use Class D2);</del></p> <p><del>iv. Retail (Use Class A1);</del></p>

			<p>v. <del>Pedestrian and cycle route – “Valley of Stone” Greenway and link to Lee Quarry;</del></p> <p>vi. <del>Transit site for Gypsies and Travellers.</del></p> <p><b>Explanation</b></p> <p><del>An area comprising 4.6 hectares at Futures Park, Bacup, has been identified as having the potential to accommodate a flexible mixed use scheme, subject to national policy in the Framework NPPF and other relevant policies of this Local Plan. The area will require a well-designed scheme that responds to the sites context, makes the most of environmental and leisure assets, takes account of the nearby Leisure facility at Lee Quarry, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements. The site is adjacent to the River Irwell; an Important Wildlife Site (IWS) and parts of the site are Stepping Stone Habitat for grassland and woodland. Rossendale Council therefore requires a Masterplan for the development of this site.</del></p> <p><del>Development on the site should comprise a mix of uses to take advantage of the site’s links to leisure facilities in the area. The “Valley of Stone” Greenway is identified as running parallel to the River Irwell and when constructed will link into the adjacent Stubblelee Park. The Greenway is part of a wider sub-regional scheme that will link Rawtenstall with Rochdale. Lee Quarry is a mountain bike venue that hosts national and international events.</del></p>
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			<p><del>A number of the uses listed in the policy are main town centre uses as defined in the NPPF. Development proposals for main town centre uses will be subject to the impact tests set out in the NPPF and this Local Plan.</del></p> <p><del>Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources both in design of buildings and layout. Implementation of development must be in accordance with an agreed Design Code/Masterplan.</del></p>
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MM033	EMP7	Pages 59 to 62 Paras 134 to 141	<p><b>Policy <del>EMP7: New Hall Hey</del></b></p> <p><del>Within the area defined on the Policies Map at New Hall Hey (NE4) new high quality development will be permitted subject to the following:</del></p> <p><del>a) Comprehensive development of the site is demonstrated through a masterplan;</del></p> <p><del>b) The implementation of development in accordance with an agreed design code. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements:</del></p> <ul style="list-style-type: none"><li><del>a. A greenspace and landscape structure reflecting both its status as a “gateway” to the Borough and ecological value;</del></li><li><del>b. A movement framework supported by a Transport Assessment and Travel Plan;</del></li><li><del>c. Existing overhead and underground infrastructure;</del></li><li><del>d. Layout considerations;</del></li><li><del>e. Parking and garaging;</del></li><li><del>f. Appropriate building and hard surfacing materials;</del></li><li><del>g. Measures to mitigate and enhance the impact on the setting of the listed Hardman’s Mill;</del></li><li><del>h. Maximising energy efficiency in design;</del></li><li><del>i. Details of appropriate boundary treatments;</del></li></ul>
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			<p><del>j. Lighting;</del></p> <p><del>k. Details of the laying of services, drainage and cables;</del></p> <p><del>l. Bin storage and rubbish collection;</del></p> <p><del>m. Ecology and nature conservation;</del></p> <p><del>n. The relationship with the adjacent Irwell Sculpture Trail; and</del></p> <p><del>o. The relationship with the River Irwell.</del></p> <p><del>e) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:</del></p> <p><del>a. Highway hierarchy;</del></p> <p><del>b. Bridge over the River Irwell;</del></p> <p><del>c. Foul and surface water drainage including flood risk mitigation;</del></p> <p><del>d. Surface water drainage strategy including details of Sustainable Urban Drainage;</del></p> <p><del>e. Nature conservation and enhancement works;</del></p> <p><del>f. Provision of footpath and cycle links; and</del></p> <p><del>g. Tree works and tree protection measures.</del></p> <p><del>d) An agreed programme of implementation in accordance with the masterplan.</del></p> <p><del>The following uses are considered to be acceptable:</del></p>
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		<p>e. <del>Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution).</del></p> <p><b>Explanation</b></p> <p><del>An area comprising 6 hectares to the south of the A682 is a highly accessible part of the Borough and includes 2 distinct sites (the land between the A682 and the River Irwell (Area A and the land between the River Irwell and the East Lancashire Railway (Area B)) that are divided by the River Irwell.</del></p> <p><del>The whole area has the potential to accommodate employment uses. This area lies in the valley of the Irwell and is very open with a rural feel. The woodlands are an important wildlife corridor along the river, and the public space is well used by local people.</del></p> <p><del>Area A although quite open, lying in the valley below the road, is sheltered from the A56. The grassland here is noted as a 'stepping stone' habitat and both it and the habitat along the river are part of wildlife corridors following the Irwell Valley. To the north west of the site, a corridor of mature trees survives along with a historic path enclosed within dry stone walls which link up to Haslingden Old Road. There is also both overhead and underground infrastructure that must be taken into account when designing the scheme layout.</del></p>
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		<p><del>Area B is a flat open field, with the East Lancashire Railway passing along the eastern edge. A substation and pylon from a utility provider lie on the south west edge. While this area is open, and has important wildlife habitats, it feels very much part of the urban fringe of Rawtenstall.</del></p> <p><del>The development of this site will require a well-designed scheme that responds to the site's context, makes the most of environmental, heritage and leisure assets, takes account of the waterfront potential of the River and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements. Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.</del></p> <p><del>Any proposed development must make a positive contribution to the local environment and consider the site's form and character, making positive use of features such as the River Irwell which runs through the central part of the site. Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance and reflect the site's context, including the listed Hardman's Mill. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan.</del></p> <p><del>In light of the two distinct areas of the site, the site's natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The</del></p>
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			<p><del>infrastructure associated with the overall development and each individual phase will be subject to production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration along with the requirement for a bridge over the River to access Area B.</del></p> <p><del>141—Development proposals will be subject to a Scoping Study, a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council and Highways England. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A Travel Plan will seek to ensure that the development promotes the use of public transport, walking and cycling and links effectively with existing infrastructure such as the Irwell Sculpture Trail.</del></p>
<b>MM. No.</b>	<b>Policy ref./ No.</b>	<b>Page/Para No.</b>	<b>Modification</b>
			<b>RETAIL</b>
MM034	R1	Pages 63 to 66 and Paras 145 and 151	<p><b>Strategic Policy R1: Retail and Other Town Centre Uses</b></p> <p>Retail development, together with other <u>main</u> town centre uses, including offices, leisure, arts, culture and tourist facilities, will be focused within the defined centres, in accordance with the Retail hierarchy set out below (the boundaries of which are identified on the Policies Map):</p> <p>Town Centre : Rawtenstall  District Centres : Bacup, Haslingden  Local Centres : Crawshawbooth, Waterfoot, Whitworth  Neighbourhood Parade : Stacksteads, Helmshore, Edenfield and Facit</p>

			<p>Development proposals will be expected to maintain or strengthen the retail offer and vitality and viability of town, district, local and neighbourhood parades, <u>in line with Policy R3.</u></p> <p>Major proposals will be directed to Rawtenstall with other large schemes encouraged to locate in the district centres of Bacup and Haslingden, with ancillary local retail in the other centres. Retail proposals will be directed to the Primary Shopping Areas (PSA). Proposals for non-retail uses appropriate to town centres will be considered favourably within the town centre boundary, which encompasses but extends beyond the PSA.</p> <p>The existing markets at Bacup, Haslingden and Rawtenstall will be retained. Consideration will only be given to relocation where:</p> <ul style="list-style-type: none"> <li>• this forms part of a wider regeneration initiative; and</li> <li>• it positively reinforces the role of the market.</li> </ul> <p>Where retail, leisure and office development is proposed outside of the defined centre boundaries, an impact assessment will be required where the floorspace exceeds:</p> <table style="margin-left: 40px; border: none;"> <tr> <td>Rawtenstall Town Centre</td> <td style="text-align: right;">: 400 sq.m</td> </tr> <tr> <td>Bacup and Haslingden District Centres</td> <td style="text-align: right;">: 300 sq.m</td> </tr> <tr> <td>Crawshawbooth, Waterfoot, Whitworth Local Centres</td> <td style="text-align: right;">: 200 sq.m</td> </tr> </table> <p>Proposals that require planning permission which would result in the loss of A1 <u>E(a)</u> uses in the PSA of the town, district and local centres will only be supported where:</p> <ul style="list-style-type: none"> <li>• It would make a positive contribution to the vitality and viability of the relevant centre;</li> </ul>	Rawtenstall Town Centre	: 400 sq.m	Bacup and Haslingden District Centres	: 300 sq.m	Crawshawbooth, Waterfoot, Whitworth Local Centres	: 200 sq.m
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		<p>Above Para 142 Page 64</p>	<ul style="list-style-type: none"> <li>• It would not result in a significant break in retail frontage or lead to the loss of retail floorspace at a scale that would be harmful to the shopping function of the centre, or which would reduce the ability of local communities to meet their day-to-day needs within the centre;</li> <li>• It is compatible with a retail area and would maintain an active frontage and be immediately accessible to the public from the street; and</li> <li>• There would be no significant adverse impacts on the character of the area, the amenity of local residents, road safety, car parking or traffic flows.</li> </ul> <p><b>Explanation</b></p> <p><u>Table 10: Retail Hierarchy</u></p> <table border="1"> <thead> <tr> <th><u>Retail Hierarchy</u></th> <th><u>Location</u></th> <th><u>Role and Function of the Centre</u></th> </tr> </thead> <tbody> <tr> <td><u>Town Centre</u></td> <td><u>Rawtenstall</u></td> <td><u>Provide for the Borough's primary shopping needs, particularly non-food. The main focus for other town centre uses too in the Borough – professional and financial services; offices; entertainment; sport; leisure; arts; culture; and health</u></td> </tr> <tr> <td><u>District Centres</u></td> <td><u>Bacup</u> <u>Haslingden</u></td> <td><u>Provide for the shopping needs of the residents in the locally, primarily convenience and food shopping. Also will be the focus of other local town centre uses including professional and financial services; offices; entertainment (including food and drink); tourism; sport; leisure; arts; culture; and health</u></td> </tr> <tr> <td><u>Local Centres</u></td> <td><u>Crawshawbooth</u> <u>Waterfoot</u></td> <td><u>Provide for every-day shopping needs, together with other local services including financial services, food and drink, leisure and tourist facilities and local health services.</u></td> </tr> </tbody> </table>	<u>Retail Hierarchy</u>	<u>Location</u>	<u>Role and Function of the Centre</u>	<u>Town Centre</u>	<u>Rawtenstall</u>	<u>Provide for the Borough's primary shopping needs, particularly non-food. The main focus for other town centre uses too in the Borough – professional and financial services; offices; entertainment; sport; leisure; arts; culture; and health</u>	<u>District Centres</u>	<u>Bacup</u> <u>Haslingden</u>	<u>Provide for the shopping needs of the residents in the locally, primarily convenience and food shopping. Also will be the focus of other local town centre uses including professional and financial services; offices; entertainment (including food and drink); tourism; sport; leisure; arts; culture; and health</u>	<u>Local Centres</u>	<u>Crawshawbooth</u> <u>Waterfoot</u>	<u>Provide for every-day shopping needs, together with other local services including financial services, food and drink, leisure and tourist facilities and local health services.</u>
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	<u>Whitworth</u>								
<u>Neighbourhood Parades</u>	<u>Edenfield, Helmshore, Stacksteads and Facit</u>	<u>To provide for top-up shopping and local services such as food and drink.</u>							
<p><u>In Rawtenstall, the Town Centre has benefitted from the redevelopment of part of the former Valley Centre into a new bus station incorporating retail units and the refurbishment of the Old Town Hall. While in Bacup, the District Centre received a £2.2 million grant through the National Lottery Heritage Fund to refurbish historical buildings alongside the provision of townscape and public realm improvements. A strategy for the regeneration of Bacup District Centre has been outlined in a “Bacup 2040 Vision” which recognises Bacup’s potential as a desirable location for new housing, nestled within an attractive natural landscape and benefitting from a well-preserved historic character. Furthermore, the Council is currently delivering a £1.08 million High Street Heritage Action Zone which includes restoration grants, redevelopment of derelict buildings, improvements to the public realm and development of community activities. Similarly, a strategy has been developed for Haslingden District Centre, the “Haslingden 2040 Vision and Masterplan”. This vision aims to increase investment in the district centre, to enable it to evolve into a distinctive and attractive location, to facilitate its revitalisation and to contribute to the well-being of its community.</u></p> <p><del>Government policy in the NPPF recommends allocating a range of suitable sites within town centres to meet retail, leisure, commercial, office, tourism, cultural, community and residential need. The redevelopment of the former Valley Centre as part of the “Rawtenstall Town Centre development” is for a mixed-use scheme encompassing a range of uses such as retail,</del></p>									

			<p><del>restaurants, leisure and potentially community space (please refer to Policy R2 on Rawtenstall Town Centre Extension).</del></p> <p>The loss of A4 <u>E(a)</u> uses<sup>2</sup> in all town, district and local centres will be resisted unless the criteria in this policy are met.</p> <p><sup>1</sup> <i>as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) include <del>shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes</del> <u>business for the display or retail of goods, other than hot food, principally to visiting members of the public.</u></i></p>
MM035	R2,	Pages 66 and 67 and Para 153	<p><b>Policy R2: Rawtenstall Town Centre Extension</b></p> <p>Within the area defined on the Policies Map within Rawtenstall Town Centre, shown as an extension to the Primary Shopping Area, redevelopment will be permitted subject to the following:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development of the site is demonstrated through a masterplan;</li> <li>b) The implementation of development in accordance with an agreed design code; and</li> <li>c) An agreed programme of implementation in accordance with the masterplan.</li> </ul> <p>The following mixes of uses are considered to be appropriate:</p> <ul style="list-style-type: none"> <li>i. <u>Retail Commerce, Business and Service</u> (Use Class A4 <u>E</u>);</li> <li>ii. Hotel (Use Class C1);</li> <li><del>iii. Restaurants and cafes (Use Class A3);</del></li> <li><del>iv</del> <u>iii</u>. Drinking establishments (Use Class A4 <u>Sui Generis</u>);</li> <li><del>v</del> <u>iv</u>. Leisure uses (Use Class <del>D2</del> <u>Sui Generis</u> and F2);</li> <li><del>vi. Employment uses comprising B1 (Business);</del></li> <li><del>vii</del> <u>y</u>. Residential units above ground floor level.</li> </ul>

			<p><b>Explanation</b></p> <p>The redevelopment of the former Valley Centre as part of the ‘Rawtenstall <u>Town Centre</u>’ <del>town centre</del> redevelopment project involves changes to the Primary Shopping Area (PSA). The site of the former Valley Centre has been removed from the PSA and the area is identified as a ‘Future Primary Shopping Area Extension’. <u>The area has benefitted from the construction of a new bus station incorporating retail units and the refurbishment of the neighbouring Old Town Hall. The mixed-use scheme will encompass a range of uses such as retail, restaurants, leisure and potentially community space and it is anticipated that the scheme will significantly improve the town centre’s retail, evening and leisure economies.</u> Future planning applications <u>within the extension to the PSA for implementing this scheme will need to</u> be guided by a masterplan and design code <u>and ensure high quality community space.</u></p>
MM036	R3,	Pages 67 to 68 and Para 154	<p><b>Policy R3: Development and Change of Use in <u>Town, District and Local Centres</u> and <u>Neighbourhood Parades</u></b></p> <p>The boundaries of <del>the District and Local Centres</del> <u>these centres</u> are defined on the Policies Map. The following criteria apply for change of use and development in <del>District and Local Centres</del> <u>these centres</u>:</p> <p>a) Planning permission will be granted for A1, A2, A3 <u>E(a), E(b) and E(c) uses</u>, and A4 <u>pub and drinking establishments (Sui Generis) uses</u> which support the role and function of <del>District and Local Centres</del> <u>these centres</u>.</p> <p>b) <del>A5 uses (hot food takeaways)</del> <u>Hot food takeaways (Sui Generis)</u> will be permitted where the proposal would not adversely impact, either individually or cumulatively, on the function, vitality and viability of the centre, subject to the provisions of other policies in this Plan.</p> <p>c) Planning permission will be not be granted for non-retail uses (including the loss of A4 <u>E(a) use</u>) unless it can be shown that there is no demand for retail or commercial use or the property was last occupied by a non-retail/non-commercial use. This will need to be demonstrated through</p>

			<p>an active 12 month marketing process showing that the property has been offered for sale or rent on the open market at a realistic price and that no reasonable offers have been refused.</p> <p>The provision of flats on the upper floors of the building will be encouraged but this will not apply where the applicant can demonstrate that the whole building will be fully utilised for retail/commercial purposes.</p> <p><b>Explanation</b></p> <p>This policy seeks to protect <del>A1, A2, A3</del> <u>E(a), E(b) and E(c) uses and A4 uses</u><sup>3</sup> including <del>shops the display/ retail of goods, other than hot food, the sale of food/ drink for consumption (mostly) on the premises, financial and professional services, restaurants and cafes,</del> and <u>Sui Generis uses such as drinking establishments in Rossendale’s district and local centres.</u> These uses are protected to enable the centres to continue to meet local needs, to remain competitive and be resilient to future economic changes. <del>A5-uses (hot food takeaways)</del> <u>Hot food takeaways (Sui Generis)</u> will only be permitted where the proposal does not adversely impact on the function, vitality and viability of the centre. Proposals for non-retail uses need to demonstrate that there is no demand for retail or commercial use or the property was last occupied by a non-retail/non-commercial use.</p>
MM037	R4	Pages 68 and 69 and Para 156	<p><b>Policy R4: Existing Local shops</b></p> <p>Development proposing the change of use or loss of any premises or land currently or last used as a local shop (Use Class <del>A4</del> <u>E(a) or F2(a) for shops mostly selling essential goods, including food, with a premises of no more than 280 sqm and located more than 1km away from similar facilities</u>) outside of the defined town centre, district <del>and</del> <u>or</u> local centres <u>or neighbourhood parade boundaries</u> will be permitted where it can be demonstrated that:</p>

			<p>a) The use is not financially viable; and  b) There is sufficient provision in the local area.</p> <p><b>Explanation</b></p> <p>It is recognised that local shops outside of town, district or local centres <u>or neighbourhood parades</u>, can provide a useful function in meeting people’s day to day shopping needs and constitutes a sustainable form of necessary infrastructure reducing the need to travel by car. The Council therefore will seek to protect such facilities where they provide a valuable resource to the local community. Supporting evidence should be provided demonstrating that retention as a shop is no longer feasible. <u>This policy applies to shops outside of those areas covered by Policy R3.</u></p> <p><u>In September 2020, the Government introduced changes to the Use Classes Order to enable the re-purposing of buildings on high streets and in town centres. Shops (mostly) selling essential goods to visiting members of the public, including food, which are not larger than 280 sq.m. in area and not surrounded by any other such facility within 1000 metres fall under category F2(a). This will provide extra protection for such local shops.</u></p>
MM038	R5,	Page 69	<p><b>Policy R5: Hot Food Takeaways</b></p> <p>The development of hot food takeaways will be supported provided the following criteria are met and subject to other policies of this plan:</p> <ul style="list-style-type: none"> <li>a) the development is located within a town or district centre and it would not adversely impact the vitality and viability of the area;</li> <li>b) where the proposed development would be located outside of the primary shopping area of the town or district centre, it is of no more than 100 square metres (gross) floorspace and it would not give rise to an over-concentration of hot food takeaways that adversely impacts the vitality and viability of the area;</li> </ul>

			<p><u>c)</u> where the proposed development is located within 400m of a <del>primary school and/or</del> secondary school that lies outside of designated town and district shopping centres, takeaway opening hours are restricted at lunchtimes and school closing times;</p> <p><u>d)</u> <del>development for A5 use would not adversely contribute to obesity</del> <u>applications for new hot food takeaways are not</u> in wards where more than <del>22%</del> <u>15% of Year 6 pupils or 10% of Reception class age pupils</u> are classified by Public Health England as obese;</p> <p><u>e)</u> <del>healthy eating options are promoted as part of the menu;</del></p> <p><u>f)</u> where a new shopfront is proposed it is of a high quality design that is in scale and keeping with the area;</p> <p><u>g)</u> provision is made for the control and management of litter both on site and on the public highway;</p> <p><u>h)</u> provision is made for the treatment and management of cooking odours and any external flue/means of extraction would not cause harm to visual or residential amenity, and;</p> <p><u>i)</u> The development would not give rise to unacceptable adverse impacts on local amenity, privacy or highway safety.</p>
MM039	R6,	Pages 70 and 71 and Para 163	<p><b>Policy R6: Shopfronts</b></p> <p>The Council will seek the retention of shopfronts and commercial frontages with features of architectural or historic interest (particularly those in Conservation Areas), unless the replacement or significant alteration of these shopfronts would better preserve or enhance the character <u>and appearance</u> of the building and the wider area.</p> <p>Proposals for new shopfronts and commercial frontages and the improvement of existing frontages should reflect the character of the area. <del>All proposals will be assessed against the policies set out in the “Shopfront design” Supplementary Planning Document, including any subsequent updates.</del></p> <p><b>Explanation</b></p> <p>The Council’s Supplementary Planning Document on Shopfront Design (2012) provides guidance on the design of new shopfronts and the improvement of existing frontages, including the</p>

			principles of good design and recommendations on issues such as the detailing of fascia, signage and security measures. <u>All proposals will have regard to the “Shopfront design” Supplementary Planning Document, including any subsequent updates.</u>
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<b>MM. No.</b>	<b>Policy ref./ No.</b>	<b>Page / para. No.</b>	<b>Modification ENVIRONMENT</b>
MM040	ENV1	Pages 72 to 74 and Para 166	<p><b>Strategic Policy ENV1: High Quality Development in the Borough</b></p> <p>All proposals for new development in the Borough will be expected to take account of the character and appearance of the local area, including, as appropriate, each of the following criteria:</p> <ul style="list-style-type: none"> <li>a) Siting, layout, massing, scale, design, materials, lighting, building to plot ratio and landscaping;</li> <li>b) Safeguarding and enhancing the built and historic environment;</li> <li>c) Being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area;</li> <li>d) The scheme will not have an unacceptable adverse impact on neighbouring development by virtue of it being over-bearing or oppressive, overlooking, or resulting in an unacceptable loss of light <u>nor should it be adversely affected by neighbouring uses and vice versa;</u></li> <li>e) <del>Ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa;</del></li> </ul>

			<p><del>f) Ensuring no unacceptable harm to Heritage assets and their setting;</del></p> <p>e) Link in with surrounding movement patterns, encourage permeability and reflect the principles of “Manual for Streets”;</p> <p>f) Not prejudice the development of neighbouring land, including the creation of landlocked sites;</p> <p>g) Demonstration of how the new development will connect to the wider area via public transport, walking and cycling;</p> <p>h) Minimising opportunity for crime and malicious threats, and maximising natural surveillance and personal and public safety;</p> <p>i) Providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, appropriate boundary treatments and enhancing the public realm;</p> <p>j) Including public art in appropriate circumstances;</p> <p>k) There is no adverse impact to the natural environment, biodiversity and green infrastructure unless suitable mitigation measures are proposed <u>and the Council will seek biodiversity net gain consistent with the current national policy;</u></p> <p>l) That proposals do not increase the risk of flooding on the site or elsewhere, where possible reducing the risk of flooding overall, having regard to the surface water drainage hierarchy;</p> <p>m) A Development Brief or Design Code (as appropriate) will be required to support major new development and smaller proposals as appropriate (this document will be proportionate to the size of the scheme). Such documents should set out the design principles, the</p>
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			<p>appropriateness of the development in the context of the area and consideration of innovative design;</p> <p>n) Where appropriate applications shall be accompanied by an independent Design Stage Review; <del>or use methodologies such as “Building by Design”;</del></p> <p>o) Making provision for the needs of special groups in the community such as the elderly and those with disabilities;</p> <p>p) Consideration of Health impacts, including through a Health Impact Assessment for major developments, looking particularly at effects on vulnerable groups, and identification of how these may be mitigated;</p> <p>q) Designs that will be adaptable to climate change, incorporate energy efficiency principles and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and</p> <p>r) Ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate investigation, remediation and mitigation measures.</p> <p><b>Explanation</b></p> <p>Design briefs or design codes will be required for major development and other sites as appropriate to help deliver high quality proposals. The Council will work with developers to address the nature and scope of these documents. <u>The Council will prepare a Design Guide SPD</u></p>
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			<p><u>to provide specific advice to developers. An SPD addressing climate change will also be produced.</u></p>
MM041	ENV2	Pages 74 to 77 and Para 168	<p><b>Strategic Policy ENV2: <del>Heritage Assets</del> <u>Historic Environment</u></b></p> <p>The Council will support proposals which conserve or, where appropriate, enhance the historic environment of Rossendale.</p> <p>Particular consideration will be given to ensure that the significance of those elements of the historic environment which contribute most to the Borough’s distinctive identity and sense of place are not harmed. These include:</p> <ul style="list-style-type: none"> <li>• The historic town centres of Bacup, Haslingden and Rawtenstall;</li> <li>• Pre-industrial farmhouses and weavers cottages;</li> <li>• The legacy of mill buildings and their associated infrastructure including engine houses, chimneys and mill lodges, and the relationship to nearby terraced workers’ housing;</li> <li>• The fine examples of Victorian Mill Owners’ Mansions;</li> <li>• The infrastructure associated with the Borough’s mining and quarrying heritage;</li> <li>• The Nineteenth <del>C</del><u>en</u>tury <del>h</del><u>is</u>torical institutional buildings including its libraries, institutes, schools and former public baths;</li> <li>• The range, wealth and quality of its places of worship; <u>and</u></li> <li>• The network of historic open spaces, parks, gardens, and cemeteries;</li> </ul>

		<ul style="list-style-type: none"><li>• <u>Historic landscape.</u></li></ul> <p>Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. <u>Less than substantial Harm</u> 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 exceptional circumstances. Where permission is granted for a development which would result in the partial or total loss of a designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Historic Environment Record (HER).</p> <p>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, <del>to the character of the local area.</del></p> <p><u>The historic landscape of the Borough should be protected and any proposals which would impact on its qualities or functions will be assessed according to policy ENV3.</u></p> <p>All applications which affect a heritage asset should be accompanied by a Statement of Significance which may form part of a Design and Access statement and/or a Heritage Impact Assessment. This should provide the information necessary to assess the impact of the proposals on the heritage asset and its setting, <del>including</del> demonstrating how the proposal has</p>
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			<p>taken into account the elements that contribute to its significance including, where relevant, its architectural and historic interest, character and appearance.</p> <p>As well as fulfilling its statutory obligations, the Council will:</p> <ul style="list-style-type: none"><li>• Seek to identify, protect and enhance local heritage assets;</li><li>• Promote heritage-led regeneration including in relation to development opportunities;</li><li>• Produce conservation area appraisals and management plans;</li><li>• Develop a positive strategy to safeguard the future of any heritage assets that are considered to be “at risk”;</li><li>• Adopt a proactive approach to utilising development opportunities to increase the promotion and interpretation of the Borough’s rich archaeological wealth; and</li><li>• Develop a positive heritage strategy for the Borough.</li></ul> <p><b>Explanation</b></p> <p>Rossendale contains over 270 heritage assets which are protected on Historic England’s National Heritage List for England. The protection of heritage assets extends to Rossendale’s <del>nine</del> <u>ten</u> conservation areas, shown on the Policies Map, including:</p> <ul style="list-style-type: none"><li>• Bacup Town Centre;</li><li>• <u>Haslingden</u></li><li>• Rawtenstall Town Centre;</li></ul>
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			<ul style="list-style-type: none"> <li>• Loveclough;</li> <li>• Goodshawfold;</li> <li>• Cloughfold;</li> <li>• Fallbarn;</li> <li>• Whitworth Square;</li> <li>• Irwell Vale; and</li> <li>• Chatterton Strongstry.</li> </ul> <p>The Council is intending designating additional conservation areas, shown on the Policies Map, in:</p> <ul style="list-style-type: none"> <li>• <del>Haslingden;</del></li> <li>• Crawshawbooth;</li> <li>• Helmshore; <u>and</u></li> <li>• Newchurch; <u>and</u></li> <li>• <del>extending the conservation area in Chatterton Strongstry.</del></li> </ul> <p><u>A new Local List will be introduced to provide protection to key non- designated assets that make a strong contribution to the areas character.</u></p>
MM042	ENV3	Page 78	<p>Policy ENV3: Landscape Character and Quality</p> <p>The distinctive landscape character of Rossendale, including large scale sweeping moorlands, pastures enclosed by dry stone walls, and stonebuilt settlements contained in narrow valleys, will be protected and enhanced.</p>

			<p>The Council will expect development proposals to conserve and, where possible, enhance the natural and built environment, its immediate and wider environment, and take opportunities for improving the distinctive qualities of the area and the way it functions.</p> <p>Development proposals which are in scale and keeping with the landscape character, and which are appropriate to its surroundings in terms of siting, design, density, materials, <u>and</u> external appearance and landscaping will be supported.</p> <p>In order to protect and enhance the character and quality of the landscape, development proposals should, <u>where appropriate</u>:</p> <ul style="list-style-type: none"><li>• Respond positively to the visual inter-relationship between the settlements and the surrounding hillsides and follow the contours of the site;</li><li>• Not have an unacceptable impact on skylines and roofscapes;</li><li>• Be built to a density which respects the character of the surrounding area with only low density development likely to be acceptable in areas abutting the Enclosed Upland or Moorland Fringe Landscape Character Areas;</li><li>• Retain existing watercourses, trees and green infrastructure features that make a positive contribution to the character of the area;</li><li>• Incorporate native screen planting as a buffer to soften the edge of the building line in valley side locations;</li></ul>
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			<ul style="list-style-type: none"> <li>• Take into account views into and from the site and surrounding area, retaining and, where possible, enhancing key views; and</li> <li>• Retain and restore dry stone walls, vaccary stone flag walls and other boundary treatments which are particularly characteristic of Rossendale.</li> </ul> <p>Development proposals should incorporate a high quality of landscape design, implementation and management as an integral part of the new development. Landscaping schemes should provide an appropriate landscape setting for the development and respect the character and distinctiveness of the local landscape.</p>
MM043	ENV4	Pages 81 to 84 and Para 184	<p><b>Policy ENV4: Biodiversity, Geodiversity and Ecological Networks</b></p> <p>Development proposals that have potential to affect a national or locally-designated site, as shown on the Policies Map and its immediate environs, or on protected habitats or species, will be expected to be accompanied by relevant surveys and assessments detailing likely impacts. A sequential approach should be followed to avoid harm and where possible enhance biodiversity, and where not possible, provide appropriate mitigation and, as a last resort, on and off-site compensatory measures to offset the impact of development. Any development that adversely affects or damages a Site of Special Scientific Interest (SSSI) will not normally be granted permission.</p> <p>Development proposals should protect areas of biodiversity and protected species; areas of geodiversity and ecological networks, and where possible enhance sites and linkages. Any adverse effects should be first of all avoided; if this is not possible, minimised and mitigated against, and</p>

			<p>where this cannot be achieved, compensated for. <del>with a net gain for biodiversity demonstrated.</del> <u>All development proposals should seek to protect and enhance biodiversity, and will be requested to quantify any net gains.</u></p> <p>Key components of Ecological Networks have been identified on the Policies Map. As well as designated ecological areas these include “Greenlands” which are areas of open space including parks, cemeteries and open land, many of which were previously included in the Core Strategy. Opportunities to enhance components of the Ecological Network, particularly the defined “core areas” and “Stepping Stones” and the linkages between them, will be supported with development proposals affecting them expected to identify how this is being addressed. <del>A Supplementary Planning Document (SPD)</del> will be produced setting out more fully the elements within and the role of Ecological Networks.</p> <p>The design and layout of new development should retain and enhance existing features of biodiversity or geodiversity value within and immediately adjacent to the site. Ecological networks should be conserved, enhanced and expanded. Development proposals will be expected to demonstrate how ecological networks are incorporated within the scheme.</p> <p>Where appropriate, development should incorporate habitat features of value to wildlife, especially priority species, within the development (including within building design). <del>Developments of 100 dwellings or more will be expected to undertake an “Appropriate Assessment” of the impact of the proposal on the Breeding Bird Assemblage for the South Pennine Special Protection Area that are</del></p>
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			<p><del>also present within the Borough. <u>Development proposals should demonstrate they will not adversely affect the integrity of any European site of nature conservation.</u> The Appropriate Assessment should identify measures necessary to avoid, minimise or mitigate against harm.</del></p> <p><del>Provision of, or contributions to creation of, Sites of Suitable Alternative Natural Green Space (SANGS) will be sought where development would have an individual or cumulative impact on Priority Species resident in or making use of habitat in the Borough.</del></p> <p>The Council will work with other authorities and partner organisations in the South Pennines to develop a Visitor Management Plan for the South Pennine <u>Moors Phase 2</u> Special Protection Area (SPA).</p> <p><b>Explanation</b></p> <p><del>The Habitat Regulations Assessment for the Local Plan identified potential impacts of new residential development within Rossendale on 12 species of birds present in the South Pennine <u>Moors Phase 2</u> Special Protection Area (SPA)/ <u>South Pennines Moor</u> Special Area of Conservation (SAC). While not located in the SPA residents of the Borough, including those in new dwellings, contribute to the recreational impacts on the birds that live there. At a sub-regional level the Council will work with partners to develop a Visitor Management Plan for the South Pennines <u>Moors Phase 2</u> SPA/<u>South Pennines Moor</u> SAC area in order to minimise the recreational impacts of Rossendale residents. Many of the species of the birds present in the SPA/SAC also utilise upland areas of Rossendale for feeding and breeding. These can be impacted by recreational use and also predation by</del></p>
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			<p><del>domestic cats. For large developments of 100 dwellings or over the Council will require an “Appropriate Assessment” to be undertaken in line with the Habitat Assessment Regulations and any appropriate action taken. This may include the creation of Sites of Alternative Natural Greenspace (SANGS) to compensate for any damaged habitat.</del></p>
MM044	ENV5	Pages 84 and 85 and Para 187	<p><b>Policy ENV5: Green Infrastructure networks</b></p> <p>Development proposals will be expected to support the protection, management, enhancement and connection of the green infrastructure network, as identified on the Policies Map. Proposals which enhance the integrity and connectivity of the green infrastructure network will be supported. Development proposals should seek first to avoid or, if not feasible, mitigate biodiversity impacts on-site. Schemes which would result in a net loss of green infrastructure on-site will only be permitted if:</p> <ul style="list-style-type: none"> <li><del>• The loss resulting from the proposed development would be replaced by equivalent or better provision elsewhere (achieving an overall net gain in biodiversity offsite compared to that lost including long term management proposals); and</del></li> <li><del>• The proposals would not have an unacceptable impact on amenity, surface water run-off, nature conservation or the integrity of the green infrastructure network.</del></li> <li>• <u>The function and connectivity of green infrastructure networks are retained or replaced; or</u></li> <li>• <u>The development scheme integrates new or enhanced green infrastructure where appropriate, such as natural greenspace and trees; and in all cases</u></li> </ul>

			<ul style="list-style-type: none"> <li>• <u>The proposal would not have an unacceptable impact on amenity, surface water or nature conservation.</u></li> </ul> <p>Where practicable and appropriate, new green infrastructure assets incorporated into development proposals should be designed and located to integrate into the existing green Infrastructure network and should maximise the range of green infrastructure functions and benefits achieved.</p> <p><b>Explanation</b></p> <p>The Council will apply a mitigation hierarchy to the loss of green infrastructure. Wherever possible, development proposals should avoid damaging the existing assets within the site. Where this is not possible the remaining green infrastructure on site should be enhanced to achieve “no net loss”. Development proposals which result in a net loss of on-site green infrastructure will only be permitted where there are clear proposals submitted and agreed for off-site net gain i.e. if the loss is replaced by equivalent or better provision. This should include clear management proposals to ensure that the biodiversity or other infrastructure gains are deliverable in the long term. <u>Net gains in biodiversity and green infrastructure will be sought that are consistent with current national policy.</u></p> <p><del>The Council will seek a minimum of 20% net gain unless the applicant can demonstrate to the satisfaction of the Council, after seeking advice from statutory consultees, that this is not feasible.</del></p>
MM045	ENV6	Pages 85 to 87 and Para 192	<p><b>Policy ENV6: Environmental Protection</b></p> <p>Development which has the potential, either individually or cumulatively, to result in pollution that has an unacceptable impact on health, amenity, biodiversity_(including designated sites), air or</p>

			<p>water quality, will only be permitted if the risk of pollution is effectively prevented or reduced and mitigated to an acceptable level by:</p> <ul style="list-style-type: none"><li>• Undertaking assessments and/or detailed site investigations of land which is or may be affected by contamination and implementing appropriate remediation measures to ensure the site is suitable for the proposed use, and that there is no unacceptable risk of pollution within the site or in the surrounding area;</li><li>• Ensuring developments are sensitively designed, managed and operated to reduce exposure of sensitive uses and wildlife to noise and noise generation having regard to the location of the proposed development, existing levels of background noise and the hours of operation;</li><li>• Assessing the impacts of new development on surface water and groundwater quality and implementing suitable measures to control the risk of these being adversely affected;</li><li>• Incorporating appropriate measures to prevent light pollution through the design and siting of the development and by controlling the level of illumination, glare, and spillage of light, including through the use of developing technologies such as LED; and</li><li>• Undertaking Air Quality Assessments to the satisfaction of the Council for proposals which have the potential to have a significant adverse impact on air quality, particularly within or adjacent to an Air Quality Management Area (AQMA) shown on the Policies Map, and implementing measures such as Travel Plans, dust suppression techniques and the incorporation of electric car charging points to both mitigate the effects of the development on air quality and to ensure that the users of the development are not significantly adversely</li></ul>
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			<p>affected by the air quality within that AQMA. <del>Provision of electric charging points will be expected on all new housing developments unless exceptional circumstances can be demonstrated.</del></p> <p>Development will not be permitted if the risk of pollution cannot be prevented or if mitigation cannot be provided to an appropriate standard with an acceptable design.</p> <p>New development proposals for sensitive uses, such as housing or schools, located near to existing noise, odour or light generating uses, will be expected to demonstrate that the proposal is compatible with the surrounding uses and that an acceptable standard of amenity would be provided for the occupiers of the development, for example through the use of mitigation measures to reduce the exposure of the occupants to pollution, the design of the building and its orientation and layout.</p> <p><b>Explanation</b></p> <p><del>Electric vehicle charging points (see also Appendix 1 Parking Standards) will be expected on all residential development in order to incentivise the uptake of electric vehicles and improve air quality. Exceptions will only be considered if it can be demonstrated to the satisfaction of the Council that this is not technically feasible or prohibitively expensive.</del></p>
MM046	ENV7	Pages 87 to 91 and Paras 199 and 204	<p><b>Policy ENV7: Wind Turbines</b></p> <p>Community led proposals for wind turbines in all parts of the Borough will be supported provided they meet the technical requirements set out below.</p>

			<p>Areas suitable for commercial Wind Turbines have been identified on the Policies Map. Single, and exceptionally, small groups of Turbines of up to 59m may be suitable in the “<i>Enclosed Uplands Areas Suitable for Wind Turbines</i>” shown on the Policies Map. New larger turbines or re-powering of existing ones may be considered on the “<i>High Moorland Plateau Areas Suitable for Wind Turbines</i>” shown on the Policies Map, provided areas of deep peat (over 40cm depth) and blanket bog are avoided. Development of new wind turbines over 25 metres in height or re-powering of existing machines outside these areas would be resisted. _All areas of the Borough are considered to be potentially suitable for single turbines of up to 25m in height.</p> <p>Commercial proposals for new wind turbines or re-powering of existing schemes outside Suitable Areas defined on the Policies Map should demonstrate that the criteria used for designating these areas have been fully addressed in their proposals, as well as covering the criteria set out below. Proposals for commercial wind farms and individual turbines (including repowering of existing schemes) within Areas of Search shown on the Policies Map will only be supported if the following criteria are addressed to the satisfaction of the Local Planning Authority:</p> <ul style="list-style-type: none"><li>• The impacts identified by the local community have been taken into account and fully addressed;</li><li>• The scale, height and siting of the turbine(s) and all supporting information is appropriate to the area taking into account:<ul style="list-style-type: none"><li>○ The vertical height and horizontal expanse of the topography;</li><li>○ The degree of openness of the landscape;</li></ul></li></ul>
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			<ul style="list-style-type: none"><li>○ The scale of adjacent landscape features, buildings and walls;</li><li>○ The proximity to designated and non-designated built heritage assets;</li><li>○ The proximity to distinctive landforms, such as a ridgeline, knoll or rock outcrop, which makes a key contribution to local landscape character;</li><li>○ The presence of existing settlement or field patterns; and</li><li>○ The opportunities to screen or reduce the visual impact of the development;</li><li>● It would not result in the loss of, or significantly detract from, key views of scenic landmarks or landscape features;</li><li>● The design, colour, layout and arrangement of turbines are appropriate to their setting;</li><li>● The proposal would not result in unacceptable visual clutter in combination with other existing structures, with cumulative impacts fully assessed to the satisfaction of the Council;</li><li>● There would be no unacceptable harm to neighbour amenity, protected species or the use of public rights of way or bridleways or a severe impact on highway safety;</li><li>● Shadow and Reflective Flicker impacts on buildings and Public Rights of Way are fully assessed with a precautionary approach taken to mitigation;</li><li>● The scheme would not result in unacceptable noise impacts, including amplitude modulation, on residential properties and other sensitive users;</li><li>● The impact on geology, including former mine workings, peat and hydrogeology is fully appraised and issues identified addressed, including restoration plans as appropriate;</li><li>● No development is proposed on areas of peat of over 40cm depth;</li><li>● Impacts on designated species and ecological assets are avoided or minimised;</li></ul>
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			<ul style="list-style-type: none"><li>• The proposal does not cause unacceptable harm to any heritage assets and their setting;</li><li>• The impact on recreational assets is assessed and impacts on key routes such as the Pennine Bridleway and Rossendale Way are avoided or if this is not possible, mitigated;</li><li>• The scale, siting and design of any ancillary structures and access tracks are appropriate to the character of the area and the landscape setting;</li><li>• The submission contains a Construction Management Plan, including impacts on the Highway network, and incorporates proposals for managing the de-commissioning and removal of the turbines and the restoration of the site;</li><li>• Any landscape features removed or altered to enable the erection of the turbine are reinstated and the design, materials and scale of any new fencing or walling needed is appropriate to the character of the local area;</li><li>• Issues with respect to the following are appropriately addressed to the satisfaction of the Local Planning Authority:<ul style="list-style-type: none"><li>○ Shadow and reflective flicker;</li><li>○ TV and phone reception;</li><li>○ Air traffic radar reception; and</li></ul></li><li>• A de-commissioning scheme is included.</li></ul> <p><del>Applicants will be expected to take into account the latest Good Practice guidance produced by or on behalf of the Council on assessing the Landscape Impacts of Wind Turbines.</del></p>
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		<p><b>Explanation</b></p> <p>The Council's Wind energy in the Landscape study<sup>4</sup> recommends that in considering whether a development can be accommodated in the landscape a range of criteria may be considered including; landscape character, potential for landscape or visual harm, sensitive siting, design, additional mitigation / landscape enhancement and cumulative impact. This would apply both to individual turbines as well as wind farms. Generic good practice in siting, layout and design of wind energy developments in the landscape, and on assessing the landscape, visual and cumulative impacts of wind energy developments can be found in Appendix 3 and Appendix 4 of the Council's wind energy study and in national guidance on renewable energy. <u>Applicants will be expected to take into account the latest Good Practice guidance produced by or on behalf of the Council on assessing the Landscape Impacts of Wind Turbines.</u></p> <p>The Council sets out what evidence is required to support new development in its <u>Validation Policy Checklist</u>. This list is not exclusive however and there may be other locally specific items.</p> <p><u>The plan for decommissioning, restoration and after care at the end of the permission or life of the turbines (whichever is earlier) should be set out in the planning application. The Council will ensure conditions on de-commissioning and restoration are included when granting permissions for wind developments and will consider financial guarantees through a section 106 agreement.</u></p>
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MM047	ENV8	Pages 92 to 93 and Para 210	<p><b>Policy ENV8: Other forms of Energy generation</b></p> <p>The Council will take a positive approach to renewable energy proposals in the Borough, such as solar and hydro-electric schemes, including community led initiatives, subject to the Authority being satisfied that any negative impacts, including of any supporting infrastructure, can be minimised.</p>

			<p>Proposals for decentralised energy generation and distribution will be given positive consideration subject to their wider environmental impacts.</p> <p><del>Consideration of energy generation through extraction of carbon based resources (coal, gas, etc.) is the responsibility of Lancashire County Council as the Minerals and Waste Authority.</del></p> <p><b>Explanation</b></p> <p>Rossendale is an area that historically was heavily mined for coal with reserves still remaining. There are no known plans for further extraction but, if proposed, they would need to be environmentally acceptable and would <u>be</u> considered by the Minerals and Waste Planning Authority. The Mineral Safeguarding Areas identified in <u>the</u> Minerals and Waste Local Plan are also shown on the Policies Map for this Plan.</p> <p><u>Consideration of energy generation through extraction of carbon based resources (coal, gas, etc) is the responsibility of Lancashire County Council as the Minerals and Waste Authority.</u></p>
MM048	ENV9	Pages 93 to 95 and Paras 214 to 216	<p><b>Policy ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality</b></p> <p>All <del>d</del>Development proposals <del>including on allocated sites</del> will be required to consider and address flood risk from all sources. A sequential approach will be taken and planning permission will only be granted for proposals which would not be subject to unacceptable flood risk, or materially increase the risks elsewhere, and where it is a type of development that is acceptable in <del>the</del> <u>a</u> Flood <u>Risk location</u> <del>Plan</del>. Assessment should be informed by consideration of the most up to date information</p>

		<p>on Flood Risk available from the Environment Agency, the Strategic Flood Risk Assessment (SFRA), <del>and from the Lead Local Flood Risk Authority</del> <u>and the sewage undertaker</u>. Developers will be expected to provide appropriate supporting information to the satisfaction of the Local Planning Authority, such as Flood Risk Assessments for all developments in Flood Zones 2 and 3 <u>and as required by national policy and any local validation requirements</u>. Site specific mitigation measures should be clearly identified.</p> <p>All development proposals will be required to manage surface water as part of the development <u>in the following order of priority</u>: <del>and should seek to maximise the use of permeable surfaces/areas of soft landscaping, and the use of Green Infrastructure as potential sources of storage for surface water run-off. New development should not increase on-site or off-site surface water run-off rates and, where practicable, should seek to reduce surface water run-off to greenfield rates. Discharge of surface water into the public sewer network should only be considered where it can be demonstrated that no other option is feasible.</del></p> <ul style="list-style-type: none"><li>• <u>An adequate soakaway or some other form of infiltration system.</u></li><li>• <u>An attenuated discharge to surface water body.</u></li><li>• <u>An attenuated discharge to public surface water sewer, highway drain or another drainage system.</u></li><li>• <u>An attenuated discharge to public combined sewer.</u></li></ul>
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		<p><u>Applicants wishing to discharge surface water to a public sewer will need to submit clear evidence demonstrating why alternative options are not available. The expectation will be for only foul flows to communicate with the public sewer.</u></p> <p><u>On greenfield sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked. On previously developed land, applicants will also be expected to follow the surface water hierarchy and any proposal based on a proposed reduction in surface water discharge from a previously developed site will be expected to target a reduction to a greenfield rate of run-off.</u></p> <p><u>Development proposals will be required to incorporate sustainable drainage systems and consider surface water management early in the design process. Applicants will need to consider what contribution landscaping proposals (hard and soft) can make to reducing surface water discharge.</u></p> <p><u>Development proposals will be expected to maximise the use of permeable surfaces / areas of soft landscaping, and the use of Green Infrastructure as potential sources of storage for surface water run-off. The proposed drainage measures should fully integrate with the design of the development and priority should be given to multi-functional sustainable drainage systems SuDS (as opposed to underground tanked storage systems), which contribute to amenity, biodiversity and water quality, as well as overall climate change mitigation.</u></p> <p><del>Proposals for major development as identified by the Town and Country Planning (Development Management Procedure) (England) Order 2015 and subsequent amendments will be expected to incorporate Sustainable Drainage Systems (SuDS) which manage any surface water run-off arising from the development and minimise the risk of flooding on the development site and in the</del></p>
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		<p><del>surrounding area. The proposed drainage measures should fully integrate with the design of the development and priority should be given to SuDS techniques which make a positive contribution to amenity, biodiversity and water quality, as well as overall climate change mitigation. Alternatives to <u>multi-functional level</u> SuDS will only be permitted where it is demonstrated that <del>SuDS</del> <u>they</u> are impractical or there are other exceptional circumstances. <u>Applicants will need to submit clear evidence when multi-functional sustainable drainage features are not proposed.</u></del></p> <p>All <del>SUDS</del> schemes <u>drainage proposals</u> should incorporate clear implementation, management and maintenance arrangements.</p> <p>Proposals for minor development in areas at risk of flooding should also incorporate <del>of</del> SuDS into the design of the scheme unless there is clear evidence that it would be inappropriate. Drainage proposals for minor schemes should <u>follow the surface water hierarchy and</u> at least demonstrate that SuDS solutions (<u>including multi-functional SuDS</u>) have been considered.</p> <p><del>Development proposals which discharge surface water runoff to foul drainage connections or combined sewers will only be permitted if it has been demonstrated that:</del></p> <ul style="list-style-type: none"><li><del>• Separate surface water drainage is not available and cannot be practicably provided;</del></li><li><del>• Sufficient capacity exists in the foul or combined sewer; and</del></li><li><del>• The proposal would not exacerbate the risk of flooding or result in deterioration in water quality.</del></li></ul>
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		<p><u>Any development proposal which is part of a wider development / allocation will be required to demonstrate how the site delivers foul and surface water drainage as part of a wider, holistic strategy which co-ordinates development and infrastructure between phases, whilst having regard to interconnecting phases. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development.</u></p> <p><u>Applicants will be expected to liaise with utility providers. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure improvements.</u></p> <p>Use of septic tanks will only be permitted where connection to the foul sewer network is not feasible.</p> <p><b>Explanation</b></p> <p>Natural methods to manage surface water run-off will be encouraged as a priority. The use of permeable surfaces/areas of soft landscaping, the use of green infrastructure, and the use of natural flood management measures in upland areas will all be supported where appropriate, working together with relevant partners. <u>More detail on this will be contained in the forthcoming Climate Change SPD.</u></p> <p>Proposals for major development will be expected to incorporate <del>above ground Sustainable Drainage Systems</del> (multi-functional SuDS); this must be included within the early stages of the site</p>
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			<p>design and involve consultation with relevant partners. Proposals for minor development should also consider the incorporation of above ground SuDS. SuDS can include a variety of natural surface water management and could include innovative approaches such as green roofs, and grey water management <u>and bio-retention tree pits. Further guidance on this will be contained in a future Climate Change SPD.</u></p> <p>The Council will seek advice from key agencies including Lancashire County Council and the Environment Agency where appropriate. Utility providers (currently United Utilities) will also be consulted. <del>For larger sites in particular, developers will be expected to liaise with utility providers to ensure that there is adequate capacity within the current network and if necessary phase development to relate to planned improvements.</del></p> <p><sup>5</sup> <i>Rossendale Hybrid Level 1 and Level 2 Strategic Flood Risk Assessment, JBA Consulting, November 2016</i></p>
MM049	ENV10	Pages 96 to 97 and Para 218	<p><b>Policy ENV10: Trees and Hedgerows</b></p> <p>Development proposals must seek to avoid the loss of, and minimise the risk of harm to, existing trees, woodland, and/or hedgerows of visual or nature conservation value. Any harm to ancient and veteran trees should be avoided unless wholly exceptional circumstances can be demonstrated. Where trees and/or woodlands are to be lost as a part of development this loss must be justified as a part of an Arboricultural Implications Assessment (AIA) submitted with the application.</p>

			<p>The Council will expect developers to plan for retention by using an AIA to inform site layout, in advance of the submission of any application. Where trees, woodland and/or hedgerows lie within a development site, they should wherever possible be incorporated effectively within the landscape elements of the scheme.</p> <p>Development proposals should, <u>where appropriate</u>:</p> <ul style="list-style-type: none"><li>• not result in the loss of trees or woodland which are subject to a Tree Preservation Order or which are considered worthy of protection;</li><li>• not give rise to a threat to the continued well-being of retained trees, woodlands or hedgerows;</li><li>• not involve building within the canopy or root spread of trees, woodlands, or hedgerows which are to be retained, except where it can be proven that the construction can be carried out in accordance with the most up-to-date British Standard and an appropriate method statement is fully adhered to;</li><li>• make a positive contribution to Green Infrastructure where it is within or adjacent to identified Green Infrastructure networks; <del>and</del></li><li>• make a positive contribution to biodiversity; <u>and</u></li><li>• <u>ensure trees are incorporated into the design of new streets and elsewhere to support the Rossendale Forest and community orchards.</u></li></ul>
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		<p>To ensure that the benefits of the proposed development outweigh the harm resulting from the loss of trees, woodlands or hedgerows, compensatory planting <u>using native species</u> must take place at a ratio of at least 2:1. Where this ratio cannot be achieved this must be fully justified with the compensatory measures proposed clearly justified.</p> <p>Trees within a Conservation Area that are 75mm diameter or above at 1.5m above ground level, and trees protected by tree preservation orders, will be given detailed consideration when considering planning consent. Any planning proposal must seek to retain these trees unless there are sound arboricultural reasons (as justified within the AIA) for their removal.</p> <p><b>Explanation</b></p> <p>Development should not result in the loss or harm to trees, woodland, or hedgerows of visual or conservation value. Arboricultural Implications Assessments (AIA) should be used to inform site layout and show how trees and hedgerows will be retained. The benefits of the proposed development should outweigh the harm resulting from the loss of any trees, woodlands or hedgerows and compensatory planting must be provided. Provision of new trees of appropriate <u>native species</u> at a ratio of 2:1 is required to help to address any biodiversity loss and enhance the existing provision. Where a developer cannot meet this requirement this should be clearly justified. Where any trees provided as part of compensatory provision die, replacement trees should be planted.</p>
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MM. No.	Policy ref./ No.	Page / para. No.	Modification: LEISURE AND TOURISM
MM050	LT1	Page 98 ( <i>All wording to be included in policy LT1</i> )	<p><b>Strategic Policy LT1: Protection of Playing Pitches, Existing Open Space, Sport and Recreation Facilities</b></p> <p>Playing Pitches, Existing Open Space, Sport and Recreational Facilities are shown on the Policies Map.</p> <p>Development proposals which would result in the loss of playing pitches and associated facilities, and land or buildings in recreational or sporting use or last used as such, or which would prejudice the use of these areas for sport and recreation, will be resisted and only be permitted where:</p> <ul style="list-style-type: none"> <li>• A replacement of the same type, of an equal or greater quantity and quality is provided in an appropriate location; or</li> <li>• It is demonstrated to the Council’s satisfaction that there is a surplus of recreational land, buildings or facilities of the same type relative to the current and likely future needs of the local community. All development affecting playing pitches and associated facilities will be considered against the most up to date version of the Playing Pitch Strategy; or</li> <li>• The development involves the loss of a small part of a larger site in recreational use and would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community and a net gain in sports provision can be demonstrated; or</li> </ul>

			<ul style="list-style-type: none"> <li>In the case of school playing fields or <del>built</del> sports facilities, the development is for education purposes or the Department for Education is satisfied that the land is no longer required for school use, and its loss would not result in a shortfall in recreational open space/playing pitches/sports facilities for the local community now or in the future.</li> </ul> <p><u>Given the important role indoor sports facilities play in promoting the physical and mental well-being of the community, the Council will work closely with Sport England and other partners to ensure that any future decision on the provision of all sports facilities is based on a robust and up-to-date evidence base. To assist with this, it is the intention of the Council to produce an Indoor Sports Strategy during the next 12-24 months to help underpin effective policy application.</u></p>
MM051	LT2	Pages 100 to 101 and new Para below para 232	<p><b>Policy LT2: Community Facilities</b></p> <p>Development proposing the change of use or loss of any premises, or land currently or last used as a community facility (including public houses, post offices, community centres, village and church halls, places of worship, children’s centres, libraries, cultural facilities, theatres, parks and open spaces and health facilities) will be permitted where it can be demonstrated that:</p> <p>a) The facility no longer serves the local needs of the community in which it is located; <del>and</del> <u>or</u></p> <p>b) Adequate alternative provision has been made, or is already available, in the settlement or local area; <del>and</del> <u>or</u></p> <p>c) The use is no longer financially viable <u>and a marketing exercise has taken place to demonstrate this;</u> <del>and</del></p>

		<p><del>d) The facility is in an isolated location wremote from public transport routes; or</del>  <del>e) There is an amenity or environmental reason why the facility is no longer acceptable.</del></p> <p>The creation of new community facilities as part of proposed new developments will be encouraged. Such proposals should, where appropriate, give an indication of how ongoing maintenance will be addressed.</p> <p><b>Explanation</b></p> <p><u>This justification should be based on the results received from a marketing exercise demonstrating that the community facility is no longer financially viable for the current use. A marketing exercise can involve research on the usage of the community facility over time, the general demand for such community facilities in the surrounding area and the quality of said community facility and any costs to bring the community centre back to an acceptable standard if necessary.</u></p>
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MAIN MOD REF	Policy Ref/No	Paragraph No.	Modification TRANSPORT
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MM052	TR2	Pages 110 to 111 and Para 253	<p><b>Policy TR2: Footpaths, Cycleways and Bridleways</b></p> <p>The Council will support the development and enhancement of a strategic Public Rights of Way network including enhancements to surfacing, signage, <u>supporting facilities</u>, and feeder routes. Key routes are shown on the Policies Map and include:</p> <ul style="list-style-type: none"><li>• The “Valley of Stone Greenway” (Rawtenstall to Rochdale);</li><li>• National Cycle Route 6 (Bury-Accrington);</li><li>• Rawtenstall to Clowbridge Reservoir;</li><li>• Pennine Bridleway (Mary Townley Loop);<u>and</u></li><li>• Irwell Sculpture Trail/ Rossendale Way.</li><li>•</li></ul> <p>Proposals to improve, extend or add to the existing footpath, cycleway and bridleway network in the Borough and in new development will be supported providing they:</p> <ol style="list-style-type: none"><li>a) Are integrated with existing routes to facilitate access on foot, by bicycle and by horse;</li><li>b) Where appropriate, identify gaps in the existing network and map potential new link routes, particularly in areas where there is a high level of demand;</li><li>c) Facilitate access to the network of footpaths, bridleways and cycleways by requiring new development adjacent to existing pedestrian, bridleway or cycle routes to provide direct, safe and secure links to these routes where possible.</li></ol>
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		<p>d) Do not harm residential amenities;</p> <p>e) Do not harm nature conservation interests;</p> <p>f) Take into account the needs of agriculture;</p> <p>g) Are located and designed to minimise the risk of crime;</p> <p>h) Have regard to the needs of people with impaired mobility; <del>and</del></p> <p>i) Have regard to other users of the route and vehicular traffic; <u>and</u></p> <p>j) The development would not reduce, sever or adversely affect the use, amenity or safety of a Public Right of Way (PROW), or prejudice the planned development of the network, if acceptable provision is made to mitigate those effects, or divert or replace the right of way before the development commences. Any replacement or diverted PROW must be no less convenient or safe, and of no lower quality than the facility being replaced;</p> <p>Where developments are directly related to the <u>PROW</u> <del>Public Rights of Way</del> network contributions may be sought for their enhancement.</p> <p><b>Explanation</b></p> <p>The wider network of footpaths and cycleways also has a vital role in providing access from the existing settlements into the surrounding countryside, encouraging sustainable travel options and contributing towards the creation of healthy communities. Proposals for development will therefore be expected to support the development and enhancement of the wider network of footpaths and</p>
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			<p>cycleways. Development proposals which affect recognised Public Rights of Way should, in the first instance, seek to incorporate existing routes satisfactorily within the proposal. Where this is not possible, the Council will expect proposals to provide adequate alternative arrangements through the appropriate diversion of existing routes. The Council will also seek to ensure that development proposals make appropriate provision for pedestrians and cyclists within the development and also, where practicable, provide links to the wider footpath and cycle network <u>and improve supporting facilities such as secure cycle parking.</u></p>
MM053	TR4	Pages 112 to 113 and Para 256	<p><b>Policy TR4: Parking</b></p> <p>All proposals for new development will be required to meet the parking standards set out within Appendix 1. <u>These standards are not maximum standards and should be implemented</u> unless the applicant can provide an evidence based approach as to why a different level of provision would be appropriate, to the satisfaction of the Local Highway Authority.</p> <p>Where parking is being provided to serve new development or to address specific local parking problems in existing residential and business areas, including in Crawshawbooth, the Council will expect the parking provision to:</p> <ul style="list-style-type: none"> <li>• Be conveniently located in relation to the development it serves;</li> <li>• Be safe, secure and benefit from natural surveillance;</li> <li>• Be designed to ensure that the use of the parking provision would not prejudice the safe and effective operation of the highway network;</li> </ul>

		<ul style="list-style-type: none"><li>• Not dominate the street scene or detract from the character of the area;</li><li>• Incorporate secure, covered cycle parking in line with the Parking Standards set out in the Local Plan unless otherwise agreed;</li><li>• <del>Incorporate charging points for electric vehicles where the Council considers it appropriate to do so; and</del></li><li>• Where appropriate, incorporate adequate soft landscaping and permeable surfaces to avoid the over-dominance of parking and to limit surface water run-off; <u>and</u></li><li>• <u>Incorporate electric vehicle charging points, in the following scenarios as minimum:</u><ul style="list-style-type: none"><li>○ <u>One charger per every five apartment dwellings;</u></li><li>○ <u>One charger per every individual new house on all residential developments;</u></li><li>○ <u>One charger per every ten parking spaces in non-residential car parks.</u></li></ul></li></ul> <p><u>Exceptions to the minimum provision of electric charging points will only be considered if it can be demonstrated to the satisfaction of the Council that this is not technically feasible or prohibitively expensive.</u></p> <p>Proposals to redevelop existing garage colonies will only be supported where:</p> <ul style="list-style-type: none"><li>• It has been demonstrated to the satisfaction of the Council that the garage colony is vacant or underused and there is unlikely to be any future demand for the facility; and</li><li>• The redevelopment of the site would not result in a significant increase in on-street parking which would have an adverse impact on the street scene or on highway safety.</li></ul>
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			<p><b>Explanation</b></p> <p>Parking standards that apply to all new development, including changes of use, are set out in Appendix 1. <del>These standards, with the exception of those which relate to cycles, mobility impaired and motorcycles are expressed as maximum standards.</del> Therefore, when identifying the appropriate level of parking to be provided in new development, the Council will have regard to the accessibility of the site by all means of transport and existing parking conditions in the vicinity of the site.</p>
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MAIN MOD REF	Policy Ref/No	Paragraph No.	Modification MONITORING
MM054		Page 115	<p><del>The following targets will be used to facilitate monitoring of the implementation of Plan policies:</del></p> <p><u>Housing</u></p> <p><del>How much housing (net) has been completed in the last 5 years?</del></p> <p><del>How many houses have been completed in the last financial year?</del></p> <p><del>How many houses (net) in the last financial year were built on previously developed land?</del></p> <p><del>How much affordable housing (net) was completed in the last year?</del></p> <p><del>How much housing completed in the last year was self-build/custom build?</del></p> <p><u>Employment</u></p> <p><del>How much new employment floorspace (B1, B2 and B8) was completed over the last financial year?</del></p> <p><del>How much employment land floorspace was lost to other uses over the last financial year?</del></p>

		<p>New after para 259 page 114</p>	<p><u>Retail and Leisure</u></p> <p><del>How much A1 retail floorspace was completed in the last financial year?</del></p> <p><del>How much retail floorspace was completed in Town and Local Centres in the last financial year?</del></p> <p><del>How much leisure floorspace was completed in the last financial year?</del></p> <p><u>Environmental</u></p> <p><del>How many km of cycle route have been constructed or enhanced over the last financial year?</del></p> <p><del>How many ha of land of environmental value have been enhanced in the last financial year?</del></p> <p><del>How many planning applications were approved contrary to an objection from the Environment Agency?</del></p> <p><b><u>Monitoring</u></b></p> <p><u>The process of monitoring, evaluation and review is essential to the delivery of the Local Plan. It provides the main mechanism for reviewing the implementation of the Local Plan and evaluating the effects and outputs of policies. Without this it will be impossible to determine whether policies are having their intended effect, or for the council to have the evidence base it requires to prepare future planning policies and make decisions.</u></p> <p><u>Monitoring of local planning policies has traditionally been undertaken as part of the Council's Annual Monitoring Report (AMR) process. This is an annual report prepared by the Council to show progress with Local Plan preparation, activity relating to duty to cooperate and show how the implementation of policies within the Local Plan are progressing. Previous reports can be found here:</u> <a href="https://www.rossendale.gov.uk/downloads/download/10832/authority_monitoring_reports">https://www.rossendale.gov.uk/downloads/download/10832/authority_monitoring_reports</a></p> <p><u>Whilst amendments to national planning regulations and guidance has removed the specific requirement for local authorities to prepare and submit an AMR it retains the overall duty for authorities to monitor conditions within their area and report on these at least annually. The requirements of what such a report</u></p>
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		<p><u>must contain are described under regulation 34 of the Town and Country Planning (Local Plan) (England) Regulations 2012.</u></p> <p><u>In line with the above regulations, the Council will monitor the implementation and delivery of the Local Plan and take action where targets are not being achieved. This will be set out in the AMR, which the Council will annually publish on its website</u></p> <p><u>This monitoring framework has been informed by the monitoring indicators proposed by the Sustainability Appraisal (SA) process and, where appropriate, it has sought to use similar indicators, utilising existing processes and data collection.</u></p> <p><u>Indicators have been selected based on their appropriateness for gauging the effectiveness of Local Plan policies. The choice of specific indicators is dependent upon the availability of data and it is possible that this could change over time. The specific indicators used will therefore be reviewed on a regular basis and removed, changed or added to as appropriate. Any change to the indicator set will be shown in the AMR.</u></p> <p><u>As will be the case for other local authorities and in line with Government priorities, the two most significant monitoring topics will be housing delivery and provision of employment and further details on both of these is set out below.</u></p> <p><b><u>Housing Monitoring</u></b></p> <p><u>The Council already report on a number of housing delivery indicators directly to the Government on a quarterly and annual basis. These data returns are known as the “P2” and “Housing Flows Reconciliation” (HFR). The P2 statistics are publicly available and report on the number of starts and completions of new build properties per quarter. This only includes those completions overseen by local authority building control officers and does not include conversions and change of use. The HFR data is collected annually and provides the total number of additional dwellings delivered in each local authority, including dwellings created through conversions, change of use and permitted development rights by all building control providers (minus any demolitions and other losses of residential properties). This shows how many new</u></p>
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		<p><u> dwellings have been added to the existing housing stock each year and informs the Housing Delivery Test<sup>5</sup> (HDT)</u></p> <p><u> Additionally, this Monitoring Framework identifies a number of other indicators and targets through which the future delivery of housing in the district will be monitored. Trigger points have also been identified. These describe the situations through which monitoring of indicators has reported a continued failure to deliver the identified targets and where delivery of the Local Plan is in jeopardy. Where monitoring reveals that the trigger points have been activated appropriate action will need to be taken by the council to ensure implementation of the plan and avoid unintended consequences. Proposed action measures are identified in the Monitoring Table 10 under Policy HS1.</u></p> <p><u> In line with the requirements of paragraph 48 of the national Planning Practice Guide (PPG). The following trigger points will be monitored:</u></p> <ul style="list-style-type: none"><li><u> • Shortfall in 5 year supply of greater than 1 year; and</u></li><li><u> • Alignment to the requirements of the Housing Delivery Test (HDT): 45% below annual requirement from November 2019 (as published in February 2020), 65% below annual requirement from November 2020.</u></li></ul> <p><u> Together the two trigger points provide an important measure for monitoring performance of the Plan and the delivery of housing and where triggered will highlight the need for immediate action. Actions include the identification of potential causes for the variant in performance and the identification of measures to address them.</u></p> <p><u> Measures include working with key providers, developers and landowners to better manage the delivery of development (this will include reviewing Section 106 Agreements and other contributions where appropriate and where their delivery has put into question the delivery of sites); identification of potential funding</u></p>
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<sup>5</sup> The Housing Delivery Test is an annual measurement of housing delivery in the area, looking at housing completions over the previous three years: <https://www.gov.uk/government/collections/housing-delivery-test>

		<p><u>opportunities that might be available to facilitate development; implementation of a new call for sites to facilitate the identification of additional supply; a review of capacity assumptions via the Strategic Housing Land Availability Assessment (SHLAA); and where necessary a review of the Local Plan.</u></p> <p><b><u>Housing Delivery Test</u></b></p> <p><u>The NPPF and supporting PPG make clear that if the housing falls below the housing requirement then certain policies within the NPPF will apply depending on the level of delivery:</u></p> <ul style="list-style-type: none"><li><u>• The publication of an action plan if housing delivery falls below 95%</u></li><li><u>• A 20% buffer on the authorities 5 year supply if delivery falls below 85%; and</u></li><li><u>• The presumption in favour of sustainable development if housing falls below 75% once the transitional arrangements described in Annex 1 of the NPPF have ended.</u></li></ul> <p><u>As a consequence of previous shortfalls in delivery, in line with NPPF, the Council have prepared a Housing Delivery Test Action Plan.</u> <u><a href="https://www.rossendale.gov.uk/downloads/download/11298/housing_action_plan">https://www.rossendale.gov.uk/downloads/download/11298/housing_action_plan</a>, setting out ways in which it will boost housing delivery in future. There is also a requirement to provide an additional 20% buffer above the five year housing land requirement. Further details on this will be set out in the annual Five Year Housing Land Supply report:</u></p> <p><b><u>Economic Development Monitoring</u></b></p> <p><u>The Council will monitor the delivery of employment land throughout the district through the preparation of the Annual Monitoring Report</u></p> <p><u>Should allocations not come forward for employment purposes then the Council will seek to investigate the reasons for why such opportunities are not being taken forward. These reasons may include changes in the</u></p>
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		<p><u>market (either locally or nationally) or the presence of site specific constraints which are holding a site back from coming forward for its intended use. This will be investigated through ensuring that the evidence relating to economic growth and employment land delivery is maintained in a robust and sound manner and is regularly refreshed.</u></p> <p><u>Subject to the reasons behind why a site has not come forward for its intended use (or why it is not likely to come forward in a reasonable timeframe) a range of options will be available to the Council to address this. The Council will consider a direct and positive intervention to assist with its delivery through the purchase of land or through the provision of financial incentives or through permitting alternative uses on a site in the context of the most up-to-date national planning policy. Alternatively, the Council could seek to address the matter as part of the next Local Plan Review and seek to reallocate the site for a more appropriate purpose. Whilst a range of options are available to the Council in this regard, it will be dependent on the scale, nature and context of the site to which option is considered suitable.</u></p> <p><b><u>Duty to Cooperate</u></b></p> <p><u>The latest Duty to Co-operate and Statement of Common Ground can be found here:</u></p> <p><a href="https://www.rossendale.gov.uk/downloads/download/11175/duty_to_co-operate_and_draft_statement_of_common_ground_2019">https://www.rossendale.gov.uk/downloads/download/11175/duty_to_co-operate_and_draft_statement_of_common_ground_2019</a></p> <p><u>The AMR will report on any action that has been taken in relation to the Duty to Co-operate over the reporting period.</u></p> <p><b><u>Neighbourhood Planning</u></b></p> <p><u>The AMR will also contain details of Neighbourhood Plan activity in the Borough. Latest information can be found at: <a href="#">Neighbourhood Plans   Rossendale Borough Council</a></u></p>
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		<p><b><u>Supplementary Planning Documents (SPDs)</u></b></p> <p><u>The current range of adopted SPDs can be found here:</u></p> <p><a href="https://www.rossendale.gov.uk/info/210148/local_plan/10630/supplementary_planning_documents_spds_and_other_guidance">https://www.rossendale.gov.uk/info/210148/local_plan/10630/supplementary_planning_documents_spds_and_other_guidance</a></p> <p><u>In line with the Local Planning Regulations, the AMR will list all current SPDs and set out the timetable for the production of additional SPDs, including progress and the intended date of adoption. The latest SPD timetable can be found in the Local Development Scheme:</u></p> <p><a href="https://www.rossendale.gov.uk/downloads/file/14598/local_development_scheme">https://www.rossendale.gov.uk/downloads/file/14598/local_development_scheme</a></p> <p><b><u>Infrastructure Delivery Plan</u></b></p> <p><u>The current Infrastructure Delivery Plan can be found here:</u></p> <p><a href="#">Infrastructure Delivery Plan 2019 update   Rossendale Borough Council</a></p> <p><u>The delivery and review of infrastructure listed in the Infrastructure Delivery Schedule of the Infrastructure Delivery Plan will be monitored and reported on in the Council's Annual Monitoring Report.</u></p> <p><b><u>Monitoring Framework</u></b></p> <p><u>The Framework in the below sets out in detail the specific indicators which will be used to monitor the implementation and effectiveness of the Local Plan, for both strategic and local policies. It is acknowledged that it may not always be possible to meaningfully monitor every policy but, as far as possible, they will be regularly reviewed. A number of specific trigger points have also been identified – these will prompt the need for targeted action in order to address any issues with the implementation of the policy or its intended</u></p>
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			<u>outcome. Unless otherwise indicated, the monitoring period will be the financial year (1<sup>st</sup> of April to 31<sup>st</sup> March the following year).</u>
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**Table 11: Monitoring Framework: Rossendale Local Plan**

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Spatial Strategy</u>		-	-	-	-
<u>Strategic Policy SS: Spatial Strategy</u>	<u>To focus growth and investment in Key Service Centres, on major sites and on well located brownfield sites, whilst protecting landscape, character and rural areas; Encourage appropriate scale of growth and investment in Local Service Centres</u>	<u>No./Proportion of permissions and completions for residential development in: Key Service Centres; Major Sites; Urban Local Service Centres; Rural Local Service Centres; Other areas (Smaller villages and substantially built-up frontages); Other areas (isolated countryside, Green Belt).</u>	<u>Majority of growth to occur in Key Service Centres, with proportionate growth in the other Centres</u>	<u>More development occurring outside Key Service Centres than inside</u>  <u>Disproportionate amount of growth in smallest centres or outside centres</u>	<u>Review implementation of Spatial Strategy policy</u>  <u>Revise data on distribution / location of housing need and demand</u>  <u>Review Spatial Strategy</u>
<u>Strategic Policy SD1: Presumption in Favour of Sustainable Development</u>	<u>To reflect national policy set out in NPPF</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Strategic Policy SD2: Urban Boundary and Green Belt</u>	<u>To direct majority of growth to land within the urban boundary; to ensure countryside development is only allowed where a countryside location is essential</u>	<u>No./percentage of dwellings approved/completed on sites within the Urban Boundary; Countryside; Green Belt</u>  <u>No./percentage of commercial development (retail, office etc.); approved/completed on sites within the Urban Boundary, Countryside, Green Belt</u>  <u>Hectares of Green Belt developed – on brownfield / greenfield land;</u>  <u>No. of 1/2/3/4/5+ bed dwellings approved/completed</u>  <u>No. of flats; terraced; semi-detached; detached; bungalows; other types of dwellings approved/completed?</u>	<u>No. applications granted permission which are contrary to national policy in relation to the Green Belt</u>	<u>1 or more applications granted contrary to national policy in relation to the Green Belt.</u>	<u>Where there is continued erosion of the Green Belt, consider the need for a further review of the Green Belt</u>  <u>Review Local Plan to identify additional opportunities to meet district needs.</u>
<u>Policy SD3: Planning Obligations</u>	<u>To ensure new development contributes to infrastructure provision, where the development increases need</u>	<u>No. of permissions that have secured developer contributions, amount of contribution and what is the contribution for</u>	<u>Dependent on type of contribution</u>	<u>Not meeting policy requirements for financial contributions e.g. for affordable housing, open space</u>	<u>Review policy</u>  <u>Review mechanism for securing and/or receiving monies</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<u>Amount of money received from planning obligations and what has the money paid for</u>		<u>Limited/no annual payments received</u>	
<u>Chapter 1: Housing</u>		-	-	-	-
<u>Strategic Policy HS1: Meeting Rossendale's Housing Requirement</u>	<p><u>To address housing need and meet delivery targets</u></p> <p><u>To provide an appropriate range of sizes and types of dwellings across the Borough</u></p>	<p><u>No. of dwellings (net) completed in the last financial year</u></p> <p><u>No. of dwellings (net) completed since Local Plan adopted</u></p> <p><u>5 year housing land supply position</u></p> <p><u>No. of dwellings (net) in the last financial year approved/completed on previously developed land</u></p> <p><u>No. of dwellings approved/completed specifically for:</u></p> <p><u>Older people</u></p> <p><u>People with disabilities</u></p> <p><u>Private rented sector</u></p> <p><u>Self-build and custom build</u></p> <p><u>Student housing</u></p> <p><u>No. of dwellings delivered in the Edenfield Neighbourhood Plan area</u></p>	<p><u>208 dwellings delivered per annum years 2018/19 and 2019/20 and 185dpa years 2020/21 to 2035/36 (inc. 20% buffer):</u></p> <p><u>3,191 dwellings to be delivered over Plan period 2019-36</u></p> <p><u>30% of dwellings to be delivered on previously developed land</u></p> <p><u>456 dwellings to be delivered in Edenfield Neighbourhood Plan Area</u></p>	<p><u>Shortfall in 5 year supply greater than 1 year</u></p> <p><u>HDT results and consequences</u></p>	<p><u>Depending on HDT result: Housing Action Plan</u></p> <p><u>20% housing land supply buffer</u></p> <p><u>Presumption in Favour of Sustainable Development</u></p> <p><u>Review Local Plan including call for sites and potential review of capacity via the SHLAA</u></p> <p><u>Consider a review Local Plan</u></p> <p><u>Identify problems and</u></p>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<u>Percentage of empty homes</u>	<u>Reduction in no. of homes that have been empty for more than 2 years</u>		<u>causes of vacancy</u>  <u>Work with key partners to assist in bringing dwellings back into use targeting persistent long-term vacancies</u>  <u>Assess the need for additional resources within the Council to address this issue</u>
<u>Policy HS2: Housing Site Allocations</u>	<u>To direct housing development to appropriate locations</u>  <u>To maximise the re-development of</u>	<u>No. of completions on allocated sites, split by PDL and greenfield</u>  <u>No. of Completions on unallocated (windfall) sites, split by PDL and greenfield</u>	<u>75% of development to take place on allocated sites</u>  <u>70% of sites on the brownfield register brought back into use</u>	-	<u>Identify problems and potential causes of variants and identify measures to address them</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
	<u>brownfield land for housing</u>	<p><u>No. of: Semi/detached/terraced/flat/bungalow/other approved / completed</u></p> <p><u>No. of: 1/2/3/4/5/5+bed dwellings approved/completed</u></p> <p><u>How many planning applications on sites of 50 dwellings or more been accompanied by an appropriate masterplan, in line with the policy?</u></p>			

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy HS3: Affordable Housing</u>	<u>To ensure provision of appropriate level of affordable housing to meet identified needs</u>	<p><u>Total No. of affordable completions and as a percentage of overall housing delivery</u></p> <p><u>No. of major residential applications granted and no. that included affordable housing provision? Total and average no./percentage of affordable dwellings provided on these sites</u></p> <p><u>Amount of commuted sum payments towards affordable housing</u></p> <p><u>Reasons used to justify non-provision of affordable housing</u></p> <p><u>No. of affordable dwellings delivered in rural areas</u></p> <p><u>No. of affordable/market dwellings completed that meet specific needs i.e. purpose-built accommodation for the elderly, housing suitable for disabled people</u></p>	<u>Affordable housing completions matching policy requirements on all new residential development</u>	<u>25% of new housing completions on major sites not meeting adopted policy on affordable housing</u>	<p><u>Identify problems and potential causes of variants and identify measures to address them</u></p> <p><u>Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability</u></p> <p><u>Liaise with developers to understand why targets are not being met - identify barriers and potential ways of addressing situation.</u></p>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<u>Review Local Plan</u>
<u>Policy HS4: Housing Density</u>	<u>To ensure the most efficient use of land and contribute to sustainable development</u>	<u>Average density of housing proposed/ completed split by within/outside urban boundary, town centres, within 300m of bus stops on key corridors</u>  <u>No. of in town centre developments providing housing of 40dph or more?</u>	<u>Majority of development to achieve 30dph</u>  <u>Town centre locations to achieve at least 40dph</u>	<u>25% of new housing completions being less than 30dph</u>  <u>10% of town centre completions being less than 40dph</u>	<u>Identify problems and potential causes of variants and identify measures to address them</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy HS5: Housing Standards</u>	<u>To ensure high quality design and meet needs of specific groups</u>	<u>No. / %age of dwellings approved/completed built to M4(2) standard</u>  <u>Quality of new housing approved/completed in according to the Building for Healthy Life Assessments</u>  <u>No. / %age dwellings approved/completed specifically for older people.</u>			<u>Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability</u>  <u>Liaise with developers to understand why targets are not being met to identify barriers and understand potential ways of addressing situation</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy HS6: Open Space Requirements in New Housing Developments</u>	<p><u>To ensure provision of / contribution towards an appropriate level of open space in new development</u></p> <p><u>To contribute to amenity, health and wellbeing</u></p>	<p><u>Percentage of major housing development providing a contribution towards open space;</u></p> <p><u>Hectares of new open space approved/created through development</u></p> <p><u>Amount of financial contribution secured for enhancement of open space through development</u></p> <p><u>Reasons cited for not providing open space provision</u></p>	<p><u>All major housing developments approved in areas of deficiency to provide appropriate contribution towards open space</u></p> <p><u>75% of major housing development approved in all areas to provide appropriate contribution towards open space</u></p>	<p><u>Any major housing development in area of open space deficiency not providing appropriate contribution</u></p> <p><u>25% of all major development not providing appropriate open space provision</u></p>	<p><u>Update relevant SPD following Open Space Assessment to establish:</u></p> <p><u>i. The minimum local standards and how they will be applied.</u></p> <p><u>ii. Quantity, Accessibility and Quality assessments, to determine the amount of new open space provision required as part of a residential development or</u></p> <p><u>iii. Appropriate financial contributions required from new residential developments.</u></p>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<p><u>Review viability assessment procedure</u></p> <p><u>Work with Lancashire County Council and other partners to address problems.</u></p> <p><u>Work with developers to seek opportunities to improve quality of open space, recreation and sport</u></p> <p><u>Where necessary review Local Plan</u></p>
<u>Policy HS7: Playing Pitch Requirements in New Housing Developments</u>	<u>To ensure provision of / contribution to playing pitches</u>	<u>Percentage of major housing developments providing a contribution towards playing pitches (broken down by</u>	<u>All major housing developments approved in areas of deficiency to</u>	<u>Any major housing development in area of deficiency not providing</u>	<u>Produce SPD to establish that, where there is a local need for</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
	<u>To contribute to health and wellbeing</u>	<u>amount of actual provision or financial contribution)?</u>	<u>provide appropriate contribution</u>  <u>75% of major housing development approved in all areas to provide appropriate contribution</u>	<u>appropriate contribution</u>  <u>25% of all major development not providing appropriate provision</u>	<u>playing pitches based on the latest Playing Pitch Strategy, appropriate financial contributions will be sought from new residential developments</u>
<u>Policy HS8: Private Outdoor amenity space</u>	<u>To ensure high quality development</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>Consider policy review if any evidence/issues arise</u>
<u>Policy HS9: House Extensions</u>	<u>To allow for appropriate development while protecting amenity</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>Consider policy review if any evidence/issues arise</u>
<u>Policy HS10: Replacement Dwellings</u>	<u>To allow for appropriate development while protecting amenity and character</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>Consider policy review if any evidence/issues arise</u>
<u>Policy HS11: Rural Affordable Housing – Rural Exception Sites</u>	<u>To contribute to need for affordable</u>	<u>No. permissions relating specifically to "rural exception" sites; percentage of affordable housing provided on these sites</u>	<u>n/a</u>	<u>n/a</u>	-

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
	<u>housing in rural areas</u>				
<u>Policy HS12: Conversion and Re-Use of Rural Buildings in the Countryside</u>	<u>To allow for appropriate development while protecting amenity and character</u>	-	<u>n/a</u>	<u>n/a</u>	<u>Consider policy review if any evidence/issues arise</u>
<u>Policy HS13: Rural Workers Dwellings</u>	<u>To support agriculture while protecting countryside</u>	-	<u>n/a</u>	<u>n/a</u>	<u>Consider policy review if any evidence/issues arise</u>
<u>Policy HS14: Gypsies, Travellers and Travelling Showpeople</u>	<u>To meet identified needs</u>	<u>No. and location of Gypsy and/or Traveller sites/ pitches or extensions and/or alterations to existing sites approved</u>  <u>No. of new permanent/transit pitches available in the district</u>  <u>No. of unauthorised and illegal encampments or developments, and enforcement actions carried out within the district per annum.</u>  <u>No. of negotiated stopping agreements</u>	<u>To meet the level of identified need (particularly for a transit site of up to 4 pitches and new pitches within existing sites)</u>  <u>To minimise the number of illegal encampments and the need for enforcement action carried out</u>	<u>A reduction in available supply of pitches below 50% of need</u>  <u>Significant increase in illegal encampments or need for enforcement action</u>	<u>Bring forward Gypsy and Traveller Site Allocation in line with identified need</u>  <u>Continue to work with gypsy and traveller community to ensure needs are being met wherever possible</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<u>Keep evidence base on gypsy and traveller needs up to date</u>
<u>Policy HS15: Specialist Housing</u>	<u>To provide for specialist housing need and increase range of housing types</u>	<u>No. of specialist dwellings approved/completed</u>	<u>To meet need for specialist accommodation identified in the SHMA / other housing need evidence</u>	<u>No new specialist accommodation provided / proposed in the Borough despite identified need</u>	<u>Review policy</u>  <u>Work with specialist providers to identify barriers and solutions</u>
<u>Policy HS16: Self Build and Custom Built Houses</u>	<u>To provide for self-build/custom build housing need and increase range of housing types</u>	<u>No. of serviced plots for self-build approved</u>  <u>No. of self-build/ custom-build dwellings completed</u>  <u>No. of individuals/groups on the self-build register</u>	<u>To meet the requirements identified by the Self Build Register.</u>  <u>Providing self build/custom build opportunities on major housing sites</u>	<u>Not meeting the number of approvals over the rolling year period.</u>  <u>25% of relevant applications for housing not providing custom or self build opportunities</u>	<u>Consider availability of land, identify any potential land, eg</u> <u>On housing allocations, in Council ownership, Housing Action Plan</u>
<u>Chapter 2: Employment Growth and Employment</u>		-	-	-	-

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Strategic Policy EMP1: Provision for Employment</u>	<u>To ensure enough land is provided to meet economic growth</u>	<u>No. of applications / sq.m of new employment floorspace (B1, B2 and B8) approved/completed – broken down by brownfield/greenfield land</u>  <u>Total Employee Jobs (Full Time)</u> <u>Total Employee Jobs (Part Time)</u>	<u>27ha of new employment land provision over Plan period</u>  <u>Approx. 1.8ha of new employment floorspace provision per annum</u>	<u>Not meeting annual requirement 3 year period</u>  <u>Net loss in employment floorspace</u>	-
<u>Policy EMP2: Employment Site Allocations</u>	<u>To provide sufficient new employment land in appropriate locations and protect existing employment land</u>	<u>No. of applications / sq.m of new employment floorspace approved/completed on allocated Employment sites</u>  <u>No. of masterplans/development briefs approved for permissions on sites requiring one</u>	<u>Net reduction in vacancy rates on identified employment sites.</u>  <u>All applications on sites requiring one to include a masterplan or development brief</u>	<u>Land remains vacant for over 3 years</u>	<u>Continue to monitor the economic value of employment site in relation to occupation and vacancy levels. Where sites are not performing well, consideration could be given to alternative uses in accordance with national planning policy.</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy EMP3: Employment Site and Premises</u>	<u>To protect existing employment land but allow for suitable redevelopment where appropriate</u>	<u>Sq.m of employment floorspace lost to other uses (per type of use approved/completed) – total and on allocated sites</u>	<u>No net loss of employment floorspace</u>	<u>Net loss of employment floorspace over more than one year running</u>	<u>Produce SPD setting out details of the policy criteria, including marketing and an assessment of the viability of employment use.</u>  <u>Review policy</u>
<u>Policy EMP4: Development Criteria for Employment Generating Development</u>	<u>To support wider economic growth and increase jobs</u>	<u>No. / sq.m. of non-E(g), B2, B8 employment uses approved/completed (per type of use)</u>	<u>n/a</u>	<u>n/a</u>	-
<u>Policy EMP5: Employment Development in non-allocated employment areas</u>	<u>To support wider economic growth and provide a range of employment opportunities</u>	<u>No. of applications / sq.m of new employment floorspace approved/completed outside allocated Employment sites</u>	<u>n/a</u>	<u>n/a</u>	-
<u>Policy EMP6: Futures Park</u>	<u>To support economic growth and ensure well-designed, co-</u>	<u>No. of applications / sq.m. floorspace approved / completed per type of use</u>  <u>Production of a masterplan</u>	<u>Site completed with appropriate mix of uses by 2034</u>	<u>Lack of progress with development of site</u>  <u>Absence of masterplan or</u>	<u>Review policy and site allocation</u>

<b>Policy</b>	<b>Main objectives</b>	<b>Indicator/Data Source</b>	<b>Target</b>	<b>Trigger</b>	<b>Action required</b>
	<u>ordinated development</u>		<u>Masterplan addresses issues outlined in policy</u>	<u>masterplan does not address identified issues</u>	
<u>Policy EMP7: New Hall Hey</u>	<u>To support economic growth and ensure well-designed, co-ordinated development</u>	<u>No. of applications / sq.m. floorspace approved / completed per type of use</u>  <u>Production of a masterplan</u>	<u>Site completed with appropriate mix of uses by 2036</u>  <u>Masterplan addresses issues outlined in policy</u>	<u>Lack of progress with development of site at 3, 5, 10 year periods</u>  <u>Absence of masterplan or masterplan does not address identified issues</u>	<u>Review policy and site allocation</u>
<u>Chapter 3: Retail</u>		-	-	-	-
<u>Strategic Policy R1: Retail and Other Town Centre Uses</u>	<u>To support the role and function of town and other centres</u>	<u>No. of applications / sq.m. floorspace of town centres uses (inc.E(a,b,c) SG, E(g) E (e-f), F1 E(d), F2 (c-d)) approved/completed within identified centres, PSAs and non-centres</u>  <u>Sq. m. retail floorspace lost to other uses in centres, PSAs and in other areas (broken down by type of use approved/completed)</u>  <u>No. of vacant retail frontages /</u>	<u>Net reduction in vacancy rates</u>  <u>Majority of town centres uses to be located in the identified centres</u>	<u>Sites/buildings continue to remain vacant for over 3 years</u>  <u>Net loss of town centre uses in identified centres</u>  <u>Disproportionate amount of town centre uses approved / completed outside identified centres</u>	<u>Monitoring the health of defined centres within the hierarchy to ensure vitality and viability. Where there are challenges to this, consider where interventions are appropriate to boost vitality and viability.</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<u>sq.m. vacant floorspace in centres</u>  <u>Town Centre Health checks including Vacancy Rates</u>			<u>Periodic health checks will be undertaken by the Council to monitor the viability and vitality of centres and further guidance will be provided, if required, in an SPD</u>  <u>Review policy</u>
<u>Policy R2: Rawtenstall Town Centre Extension</u>	<u>To support the redevelopment of this key town centre site</u>	<u>Sq.m. of floorspace approved by type of use in identified area</u>  <u>Production of a masterplan</u>	<u>Site completed with appropriate mix of uses by 2036</u>	<u>Lack of progress with development of site at 3, 5, 10 year periods</u>	<u>Site completed with appropriate mix of uses by 2036</u>
<u>Policy R3: Development and Change of Use in District and Local Centres</u>	<u>To support the role and function of centres</u>	<u>No. of applications / sq.m. (E(a,b,c) SG) approved/completed within identified centres</u>		-	-

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy R4: Existing Local shops</u>	<u>To protect local shops where they provide a valuable community resource</u>	<u>Sq.m. approved/completed involving loss of E(a) retail to other uses outside identified centres</u>	-	-	-
<u>Policy R5: Hot Food Takeaways</u>	<u>To improve health and protect amenity</u>	<u>No. of approvals/completions for of SG use within 400m of a secondary school that is outside a designated town and district shopping centres</u>  <u>Of these permissions, how many have conditions restricting the opening hours to outside lunchtime/school closing times</u>  <u>No. of approvals/completions for SG use in wards where more than 15% of year 6 pupils or 10% of reception pupils are classed as obese by Public Health England</u>	<u>Reduction in childhood obesity levels</u>	<u>Increase in approvals for SG use in wards identified in policy</u>  <u>No reduction in childhood obesity wards in identified wards</u>	<u>Produce SPD to provide additional guidance on SG uses and planning for health</u>  <u>Update SPD on Shopfront Design</u>
<u>Policy R6: Shopfronts</u>	<u>To enhance amenity and ensure good design</u>	<u>No. of applications submitted in Conservation Areas that involved alteration to shopfronts (and in other areas)</u>	-	-	<u>Update SPD on Shopfront Design</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
		<u>Of these, how many involved consideration of design / quality of shopfront?</u>			
<u>Chapter 4: Environment</u>		-	-	-	-
<u>Strategic Policy ENV1: High Quality Development in the Borough</u>	<u>Design</u>	<u>No. of applications for major development accompanied by an appropriate Development Brief, Design Code or used the Building by Design methodology to ensure good quality design</u>  <u>Development receiving design awards (Civic trust awards, BURA awards, RTPI awards or CABE awards)</u>  <u>No. of appeal decisions determined on design grounds</u>  <u>No. of applications accompanied by a Health Impact Assessment (HIA)</u>	<u>Approval of at least one design awards or referrals achieved</u>  <u>100% of appeal decisions won on design grounds</u>  <u>All large scale developments (100+ dwellings) to be accompanied by appropriate Design Brief/code and HIA</u>	<u>Failure to deliver design award targets over five year intervals</u>  <u>25% of appeals lost on design grounds</u>  <u>50% of large scale development not being accompanied by appropriate briefs/assessments</u>	<u>Identify problems and potential causes of variants and identify measures to address them</u>  <u>Where appeals are being lost on design investigate the need for additional design guidance and training for officers</u>  <u>Work with developers to seek opportunities to</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<u>improve quality of design</u>
<u>ENV1</u>	<u>Flood Risk – see ENV9</u>				
<u>ENV1</u>	<u>Climate change/energy efficiency</u>	<u>No. of dwellings completed above required building standards for energy efficiency</u>	<u>Approval of at least one exemplar energy schemes</u>	<u>Failure to deliver the energy and design award targets over five year intervals</u>	<u>Identify the problems and causes of variants and identify measures to address them</u>  <u>Where necessary look to provide additional guidance to support relevant policies</u>
<u>Strategic Policy ENV2: Heritage Assets</u>	<u>To conserve and enhance the historic environment</u>	<u>No. of heritage assets on national Heritage at Risk (HAR) Register</u>	<u>Removal of assets from HAR Register, or progress made</u>	<u>No change in numbers of heritage assets on the HAR</u>	<u>Further engagement with BAR/HAR building owners</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<u>No. of listed buildings on the local Buildings at Risk Register</u>  <u>No. of heritage-led regeneration projects managed by the council (operating or applied for)</u>	<u>in addressing issues with them</u>  <u>Removal of listed buildings from local Buildings at Risk Register</u>	<u>Register or local BAR Register</u>	<u>and Historic England</u>  <u>Engage with Enforcement on use of proactive enforcement powers available (i.e. S215, Urgent Works and Repairs Notices)</u>  <u>Further engagement Economic Development and funding bodies</u>
<u>Policy ENV3: Landscape Character and Quality</u>	<u>To protect the distinctive landscape character of the Borough; conserve and enhance the natural and built environment</u>	<u>Area of land protected from development for their intrinsic landscape character or visual amenity value.</u>  <u>Loss of areas designated for their intrinsic landscape character or visual amenity value.</u>	<u>No net loss of landscape character or visual amenity</u>	<u>Any loss of landscape character or visual amenity</u>	<u>Identify the problems and causes of variants and identify measures to address them</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<u>Look to provide additional guidance to support relevant policies</u>
<u>Policy ENV4: Biodiversity, Geodiversity and Ecological Networks</u>	<u>To protect biodiversity, geodiversity and ecological networks; to achieve net gain in biodiversity</u>	<u>No of SSSIs within or partly within the Borough</u>  <u>% of SSSIs units assessed as being in favourable or unfavourable condition</u>  <u>Location and extent of existing ecological corridors/networks</u>  <u>No. of development proposals which result in the loss (and extent/% of loss) of areas recognised as being part of the ecological corridors/networks and natural features which provide local distinctiveness</u>  <u>Creation of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance (hectares or other appropriate measure)</u>	<u>No net loss</u>  <u>Net gains in biodiversity</u>  <u>Maintain number of SSSIs within the district</u>  <u>Improve % of SSSIs recorded as being in favourable condition</u>	<u>Any loss of land of biodiversity importance</u>  <u>Year on year reduction in the condition and number of SSSIs</u>  <u>Year on year reduction in condition and extent of ecological corridors/networks</u>  <u>Year on year reduction in mature trees, ancient woodland, hedgerows and ponds</u>	<u>Produce SPD be produced to set out elements within and the role of Ecological Networks</u>  <u>Identify the problems and causes of variants and identify measures to address them</u>  <u>Activate compensation, enforcement or mitigation measures</u>  <u>Work with Natural</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<p><u>Loss of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance (hectares or other appropriate measure)</u></p> <p><u>Hectares of land (or other appropriate measure) of other environmental / biodiversity value enhanced or lost</u></p> <p><u>Amount of net gain/loss of biodiversity in the Borough (using appropriate measure)</u></p> <p><u>Progress towards Visitor Management Plan for South Pennines SPA</u></p> <p><u>Hectares of new greenspace habitats created as part of new development proposals</u></p>			<p><u>England, Lancashire Wildlife Trust and other partners to address problems. Work with developers to seek opportunities where ecological corridors/networks could be extended</u></p> <p><u>Review Local Plan</u></p>
<u>Policy ENV5: Green Infrastructure networks</u>	<u>To protect green infrastructure networks; to achieve net gain in biodiversity</u>	<u>Addition (hectares) of green infrastructure networks (per approvals/completions)</u>	<p><u>No net loss</u></p> <p><u>Net gains in biodiversity</u></p>	<u>Net loss of land of green infrastructure importance within the district.</u>	<u>Identify the problems and causes of variants and identify</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
		<u>Loss (hectares) of green infrastructure networks (per approvals/completions)</u>  <u>Amount of net gain/loss of biodiversity in the Borough (using appropriate measure)</u>  <u>Mitigation measures adopted</u>			<u>measures to address them</u>  <u>Look to provide additional guidance to support relevant policies</u>  <u>Activate compensation, enforcement or mitigation measures</u>  <u>Where necessary review Local Plan</u>
<u>Policy ENV6: Environmental Protection</u>	<u>To prevent, reduce or mitigate against pollution or land instability</u>	<u>Current air quality levels</u>  <u>No. of Air Quality Management Areas (AQMA's)</u>  <u>See TR4 for electric charging points</u>	<u>Improvement in air quality levels</u>  <u>Removal of Air Quality Management Areas (AQMA's)</u>	<u>Year on year worsening of air quality levels</u>	<u>Identify problems and causes of variants and identify measures to address them</u>  <u>Where necessary look</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<p><u>to provide additional guidance to support relevant policies</u></p> <p><u>Work with relevant agencies and other partners to address potential problems</u></p> <p><u>Where necessary review Local Plan</u></p>
<u>Policy ENV7: Wind Turbines</u>	<u>To support renewable energy while protecting valuable assets</u>	<u>Amount of wind energy capability approved / generated</u>	-	-	-
<u>Policy ENV8: Other forms of Energy generation</u>	<u>To support renewable energy provision</u>	<u>Amount of other renewable energy capability approved / generated</u>	-	-	-

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality</u>	<u>To avoid flooding, surface water or drainage issues</u>	<u>No. of dwellings approved in areas at risk of flooding</u>  <u>No. of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</u>  <u>No. of Sustainable Drainage Systems provided</u>	<u>Reduction in homes built in Flood Zone 2</u>	<u>Increased incidences of major flood events</u>  <u>Reduction in SuDS provision</u>	<u>Identify the problems and causes of variants and identify measures to address them</u>  <u>Where necessary look to provide additional guidance to support relevant policies</u>  <u>Work with Natural England, the Environment Agency and other partners to address potential problems.</u>  <u>Work with partners to manage flood</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<p><u>risk inc. Environment Agency, Lead Local Flood Authority (Lancashire County Council), United Utilities and non-statutory organisations</u></p> <p><u>Maintain up to date evidence base including Strategic Flood Risk Assessment</u></p> <p><u>Where necessary review Local Plan</u></p>
<u>Policy ENV10: Trees and Hedgerows</u>	<u>To protect trees and woodland and ensure provision of new planting</u>	<u>No. of Arboricultural Implications Assessments (AIA) submitted for development involving the loss of trees or woodland</u>	-	-	-

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
		<u>No. of trees subject to a Tree Preservation Order lost</u>			
<u>Chapter 5: Leisure and Tourism</u>		<u>Levels of Visitor Numbers attracted to the District</u>  <u>No. of approvals for cultural and leisure facilities (per type of proposal)</u>	-	-	-
<u>Strategic Policy LT1: Protection of Playing Pitches, Existing Open Space, Sport and Recreation Facilities</u>	<u>To protect existing playing pitches, open space, sport and recreation to support the role they play in health and well-being and amenity</u>	<u>Hectares of existing open space, recreation and sports facilities lost per approval/completion</u>  <u>See also HS6 and HS7</u>	<u>Increase in provision of open space, recreation and sports facilities where a deficit or need has been identified</u>	<u>Year on year reduction in open space, recreation, leisure and sports facilities</u>	<u>Identify the problems and causes of variants and identify measures to address them</u>  <u>Look to provide additional guidance to support relevant policies</u>  <u>Where necessary review Local Plan</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy LT2: Community Facilities</u>	<u>To protect valued facilities and ensure continued sustainability of communities</u>	<u>No. of approvals/completions involving development of new community facilities</u>  <u>No. of approvals/completions involving loss of existing community facilities</u>	<u>No loss in community facilities</u>	<u>Year on year reduction in reported community facilities</u>	<u>Should community facilities, which are demonstrably valuable to the communities they serve, be lost consideration should be given as to whether further protection is necessary in the Local Plan process.</u>
<u>Policy LT3: Tourism</u>	<u>To support the economic benefits gained from tourism</u>	<u>No. of approvals/completions involving new tourism related facilities</u>  <u>No. of approvals/completions involving loss of tourist facilities</u>	<u>Increase in tourism related facilities, in line with Tourism Strategy</u>	<u>No or net loss of tourist facilities</u>	<u>Work with Economic Development / tourism industry to address issues</u>
<u>Policy LT4: Overnight Visitor Accommodation</u>	<u>To improve tourism offer</u>	<u>No. of approvals/completions involving overnight visitor accommodation</u>  <u>Location of approvals/completions involving</u>	<u>Increase in high quality visitor accommodation in appropriate areas</u>	<u>No increase or loss of visitor accommodation</u>	<u>Work with Economic Development / other bodies to address issues</u>

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
		<u>overnight visitor accommodation</u>			
<u>Policy LT5: Equestrian Development</u>	<u>To support appropriate recreation and rural diversification</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Policy LT6: Farm Diversification</u>	<u>To support appropriate opportunities to improve rural economy</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Chapter 6: Transport</u>		-	-	-	-
<u>Strategic Policy TR1: Strategic Transport</u>	<u>To enhance connectivity, support economic growth while improving air quality and tackling climate change</u>	<u>Implementation of necessary transport infrastructure as identified in the Infrastructure Delivery Plan (IDP)</u>  <u>See also ENV1 for air quality</u>	<u>Delivery of infrastructure as described in IDP</u>  <u>Year on year failure to meet timescales identified within IDP</u>	<u>Year on year failure to meet timescales identified within IDP</u>	<u>Continue to liaise with infrastructure providers to ensure that provision is made, where this cannot be achieved consider how barriers can be removed. Where they</u>

<u>Policy</u>	<u>Main objectives</u>	<u>Indicator/Data Source</u>	<u>Target</u>	<u>Trigger</u>	<u>Action required</u>
					<p><u>cannot be addressed and it has significant implications on the plan, there may be a requirement to review the content of the plan (particularly where the infrastructure would be strategic in nature)</u></p> <p><u>Where necessary review Local Plan</u></p>
<p><u>Policy TR2: Footpaths, Cycleways and Bridleways</u></p>	<p><u>To support recreation, health and well-being</u></p>	<p><u>Km.s of existing walking/cycle routes</u></p> <p><u>Km.s of new routes constructed or enhanced</u></p> <p><u>Amount of investment in routes</u></p>		-	-

<b><u>Policy</u></b>	<b><u>Main objectives</u></b>	<b><u>Indicator/Data Source</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action required</u></b>
<u>Policy TR3: Road Schemes and Development Access</u>	<u>To ensure appropriate access for new development</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Policy TR4: Parking</u>	<u>To provide for appropriate levels of car parking and encourage use of electric vehicles</u>	<u>No. of charging points for electric vehicles approved / completed per development type</u>  <u>Proportion of new dwellings subject to planning permissions granted each year requiring electric car recharging points.</u>	<u>75% of new dwellings granted approval by 2036 to be fitted with electric car recharging points</u>	<u>Failure to condition 75% of new dwelling permissions within reported year.</u>	<u>Work with the Council's air quality officers to identify potential barriers to provision of charging points</u>

### **Contextual Indicators**

As well as the indicators listed in the above table, the Council will continue to report on a number of contextual indicators, which provide key information including demographic changes, unemployment statistics, house prices etc. The contextual indicators set out below will help to provide an overall picture of whether the Vision and Objectives of the Local Plan are being realised.

**Table 12: Contextual Indicators**

<b><u>Indicator</u></b>	<b><u>Sub-indicators</u></b>
<u>Mid Year estimates</u>	<u>Population size</u>
<u>Household size</u>	<u>Average household size</u>

<u>Unemployment and unemployment rates</u>	<u>Male unemployment</u>
	<u>Female unemployment</u>
	<u>Total unemployment</u>
<u>Deprivation</u>	<u>Indices of multiple deprivation - rank of average score</u>
	<u>Indices of multiple deprivation - rank of income scale</u>
	<u>Indices of multiple deprivation - Rank of employment scale</u>
<u>House Prices</u>	<u>Overall average</u>
	<u>Detached</u>
	<u>Semi-detached</u>
	<u>Terraced</u>
	<u>Flat/Maisonette</u>
<u>Income</u>	<u>Full-time gross weekly pay</u>
<u>Flood Risk</u>	<u>Properties at risk of flooding</u>
<u>Housing stock and stock conditions</u>	<u>Dwelling stock</u>
	<u>Total households on the housing register</u>

<u>Condition indicators</u>	<u>% of dwellings built prior to 1919</u>
	<u>% of dwellings built prior to 1945</u>
	<u>% of dwellings classed as unfit</u>
<u>Historic Environmental Indicators</u>	<u>Overall no. of listed buildings</u>
	<u>Listed buildings at risk - national register</u>
	<u>Scheduled monuments at risk - national register</u>
	<u>Registered Parks and Gardens at risk - national register</u>
	<u>Listed buildings at risk - local register</u>
	<u>Overall no. of conservation areas</u>
	<u>Number with appraisal</u>
	<u>Number with enhancement schemes/policy documents</u>
<u>Environmental indicators</u>	<u>Areas of land designated for their environmental value including sites of international, national, regional or local importance.</u>

MM. No.	Policy ref./ No.	Page / para. No.	Modification APPENDIX 1 –PARKINGS STANDARDS
<b>Appendix 1 – Parking Standards</b>			
MM055	Appendix 1	Pages 116 to 121	<p><u>General guidance</u></p> <p>The following Parking Standards apply to all new development and changes of use. The car parking standards may be amended subject to site specific circumstances where this is substantiated by appropriate supporting evidence, such as through a Transport Assessment, to the satisfaction of the Highway Authority. The standards for cycles, mobility impaired and motorcycles are minimum standards and are based on net floor area <u>and all other standards are not to be considered maximum standards.</u></p> <p>Provision for electric car charging points should be made within new developments (see Policy <del>ENV.7 TR4</del> <u>EN.7 TR4</u> regarding residential) including <u>residential</u>, employment, retail and leisure provision, to the satisfaction of the Highways Authority. <u>Provision of charging points should be supplied as follows, as a minimum:</u></p> <ul style="list-style-type: none"> <li>• <u>one charger per five apartment dwellings;</u></li> <li>• <u>one charger per every individual new house on all residential developments;</u></li> <li>• <u>one charger per every ten parking spaces in non-residential car parks.</u></li> </ul> <p>Applicants will be expected to submit the attached Accessibility Questionnaire for all developments that require a full Transport Assessment. These thresholds are set out in the DfT document “Guidance on</p>

		<p>Transport Assessment” (2007). The Council will consider reductions in parking levels on sites which demonstrate good accessibility by other modes.</p> <p>Parking levels for all development should be considered as part of a broader appraisal of accessibility to the site by all modes, with the aim of increasing use by walking, cycling and public transport, and reducing car use as promoted in PPG13 “Transport”. Both the Design and Access Statement and any Transport Assessment should consider wider access into the site; how walking and cycling links can be enhanced by good design and layout; existing on and off-street parking provision and usage in the vicinity of the development and, where appropriate, parking management measures.</p> <p>Travel Plans will be required at thresholds set out in DfT “Guidance on Transport Assessment” and will be expected to reflect latest good practice in developing an evidence base, setting targets and monitoring.</p> <p><u>Detailed Issues</u></p> <p><i>Cycling and motorcycles</i> – provision for long stay parking (covered, secure) should be made at locations where users are likely to remain for more than 3 hours, such as employment sites with more than 30 staff. Other cycle and motorcycle parking should be secure (e.g. Sheffield stands), clearly signed and close to the main entrance to the building.</p> <p>Cycle Parking should be based on <b>1 space per 10 car spaces.</b></p>
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		<p>Motorcycle provision should be based on <b>1 space per 25 car spaces</b>.</p> <p><b>A minimum of 1 space should be provided for developments with less than 10 spaces.</b></p> <p><i>Mobility impaired</i> – Provision should be made on the basis of <b>1 per 10 car spaces</b> unless the developer can prove the need for less. Where this is the case the lowest level of provision acceptable would be the relevant figure from latest DfT guidance. <b>A minimum of 1 mobility impaired space should be provided for smaller developments.</b></p> <p>“Parent and child” spaces should form a proportion of the overall mobility impaired standard at retail and leisure uses.</p> <p>Covered, safe parking provision for mobility scooters should be made in new residential development where there is likely to be a high proportion of older or mobility impaired users.</p> <p><i>Residential</i> – Garages will not be counted towards parking provision figures unless suitable evidence is provided. A creative approach should be taken to residential parking design building in principles in “Manual for Streets” (2007) to ensure that layouts are not car dominated.</p> <p>Provision should be made in <del>Family</del> <u>family</u> housing for secure provision for at least 2 cycles.</p>
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			<p><i>Mixed use</i> – provision should be based on the proportion of the different uses. The only exception to this would be where there are significantly different patterns of occupation by users; e.g. a school by day and leisure use in the evening, in which case the standard for the use with the highest demand should be used.</p> <p><i>Large open areas (e.g. Bulky goods warehouses)</i> – parking levels should be reduced by 50% for large open areas.</p> <p><i>Town centre uses</i> – <del>n</del>New parking provision proposals should be assessed against the overall supply and management of private and public on and off-street parking. Suitable management arrangements should be utilised, e.g. to manage short stay parking stay periods in line with the broader town centre parking strategy.</p> <p><i>Uses not specified</i> – these will be considered on a case by case basis. Developers will be expected to provide a clear rationale for the number of spaces provided.</p> <p><i>Design</i> – <del>t</del>The design of parking should be of a high quality, incorporating clear pedestrian routes and good signage. Larger car parks should incorporate design features to break up large areas of open space. Drainage should be sustainable wherever possible and incorporate oil traps to prevent damage to surface water systems.</p>
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		<p><i>Coaches and Taxis</i> – Pick up points for taxis should be provided at retail developments of over 2,500m<sup>2</sup> and major leisure developments. Coach parking/drop off points should be provided as appropriate, e.g. at leisure destinations.</p> <p><i>Operational parking</i> – Requirements for operational parking and servicing should be set out separately in the Transport Assessment.</p>																					
		<table border="1"> <thead> <tr> <th><u>Land Use</u></th> <th><u>Standard</u></th> <th><u>Accessibility reduction</u></th> </tr> </thead> <tbody> <tr> <td colspan="3"><b><u>A1 Retail E(a) Display/retail of goods</u></b></td> </tr> <tr> <td>Food (<u>not hot</u>)</td> <td>1:14m<sup>2</sup></td> <td>1:15-1:22m<sup>2</sup></td> </tr> <tr> <td>Non Food</td> <td>1:20m<sup>2</sup></td> <td>1:21-1:31m<sup>2</sup></td> </tr> <tr> <td><b><u>A2 E(c) Financial/Professional</u></b></td> <td>1:30m<sup>2</sup></td> <td>1:31-1:48m<sup>2</sup></td> </tr> <tr> <td><b><u>A3 Restaurants E(b) Sale of food/drink for mostly on premises</u></b></td> <td>1:5m<sup>2</sup></td> <td>1:5-1:7.5m<sup>2</sup> <b><u>consumption</u></b></td> </tr> <tr> <td><b><u>A4 Drinking Premises Sui Generis Drinking</u></b></td> <td>1:5m<sup>2</sup></td> <td>1:5-1:7.5m<sup>2</sup> <b><u>Premises</u></b></td> </tr> </tbody> </table>	<u>Land Use</u>	<u>Standard</u>	<u>Accessibility reduction</u>	<b><u>A1 Retail E(a) Display/retail of goods</u></b>			Food ( <u>not hot</u> )	1:14m <sup>2</sup>	1:15-1:22m <sup>2</sup>	Non Food	1:20m <sup>2</sup>	1:21-1:31m <sup>2</sup>	<b><u>A2 E(c) Financial/Professional</u></b>	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>	<b><u>A3 Restaurants E(b) Sale of food/drink for mostly on premises</u></b>	1:5m <sup>2</sup>	1:5-1:7.5m <sup>2</sup> <b><u>consumption</u></b>	<b><u>A4 Drinking Premises Sui Generis Drinking</u></b>	1:5m <sup>2</sup>	1:5-1:7.5m <sup>2</sup> <b><u>Premises</u></b>
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			<b>A5 Hot Food Takeaways <u>Sui Generis Hot food</u></b>	1:8m <sup>2</sup>	1:8.5-1:12m <sup>2</sup>	<b><u>takeaways</u></b>
			<b><u>B1 Offices/Light Industry E(g) Offices, Research and Development and Industrial Processes which can be carried out in residential areas without affecting their amenities</u></b>			
			Offices	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>	
			Call Centres	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>	
			Research and Development	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>	
			Light Industry	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>	
			Business Parks	1:35m <sup>2</sup>	1:37-1:54m <sup>2</sup>	
			<b>B2 General Industrial</b>	1:45m <sup>2</sup>	1:47-1:69m <sup>2</sup>	
			<b>B8 Storage and Distribution</b>	1:100m <sup>2</sup>	1:105-1:154m <sup>2</sup>	
			<b>C1 Hotels &amp; Boarding Houses</b>	1 per bedroom including staff	n/a	
			<b>C2 Residential Institutions</b>			
			Nursing Homes	1 per 5 bedrooms	n/a	

			Residential + Training Centres	1 per bedroom	n/a
			Hospitals	1 per bed plus 4 per consulting room	via Travel Plan
			<b>C3 Residential</b>		
			Sheltered	1 per 3 bedrooms	n/a
			1 bedroom	1 space	via Travel Plan
			2-3 bedrooms	2 spaces	via Travel Plan
			4 + bedrooms	3 spaces	via Travel Plan
			<del>D1 Non-residential Institutions</del> <b><u>E Commercial, Business and Service</u></b>		
			<b><u>E(e)</u></b> Medical and Health centres	1 per 2 staff plus 4 per consulting room	via Travel Plan
			<b><u>F Local Community and Learning</u></b>		
			<b><u>F(f)</u></b> Crèches/Nursery/Day Centres	1 per member of staff plus drop-off zone	via Travel Plan

			<b><u>F1(a)</u></b> Higher and Further Education	1 per 2 staff plus 1 per 10 students	via Travel Plan
			<b><u>F1(a)</u></b> Primary and Secondary Schools	2 per classroom	via Travel Plan
			<b><u>F1(a)</u></b> Sixth Forms	1 per 2 staff plus 1 per 10 students	via Travel Plan
			<b><u>F1(a)</u></b> Training and Conference Centres	1:35m <sup>2</sup>	1:37-1:54m <sup>2</sup>
			<b><u>F1(b)</u></b> Art Galleries, Museums, Libraries	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>
			<b><u>F1(c)</u></b> Museums	<u>1:30m<sup>2</sup></u>	<u>1:31-1:48m<sup>2</sup></u>
			<b><u>F1(d)</u></b> Libraries	<u>1:30m<sup>2</sup></u>	<u>1:31-1:48m<sup>2</sup></u>
			<b><u>F1(e)</u></b> Public Halls/Places of Worship	1:10m <sup>2</sup>	1:10.5-1:15m <sup>2</sup>
			<b><u>D2 Assembly and Leisure Sui Generis</u></b>		
			Cinemas and Concert Halls	1 per 5 seats	1:5-1:8 seats
			<b><u>F2 Local Community</u></b>		
			Other leisure buildings	1:22m <sup>2</sup>	1:23-1:33m <sup>2</sup>

			Playing pitches	12 per ha pitch area via Travel Plan
			Stadia	1 per 15 seats or based via Travel Plan on Transport Assessment
			<b>Miscellaneous</b>	
			Cash and Carry	1:40m <sup>2</sup> 1:42-1:54m <sup>2</sup>
			Car Sales	1:50m <sup>2</sup> internal area n/a
			Vehicle Repairs	1:50m <sup>2</sup> n/a
			Taxi Booking Offices	1 per 1.5 cars within 100 metres of office n/a
			Filling Stations	1 space plus any relevant retail element with each n/a
			parking space	pump counting as a
			<b>Accessibility Questionnaire</b>	
			<b>Site Description:</b>	
			<b>Application Reference:</b>	

			<b>Access Type</b>	<b>Criteria</b>	<b>Criteria Score</b>	<b>Sub-score</b>
			<b>Walking</b>	Distance to nearest bus stop from main entrance	<200m	5
				to building (via direct, safe route)	<300m	3
					<500m	1
					>500m	0
				Distance to nearest railway station from	<400m	3
				main entrance to	1km	2
				building (only relevant if commuter rail link opens)	>1km	0
			<b>Cycling</b>	Proximity to defined cycle routes	<100m	3
					<500m	2
					<1km	1

			<b>Public Transport</b>	Bus frequency of principal service from nearest bus stop during operational hours of the development	<b>Urban/ Suburban</b>	
					15 minutes or less	5
					30 minutes or less	3
					>30 minutes	1
					<b>Villages and Rural</b>	
					Hourly or less	5
					2 Hourly or less	2
					1 or more per day	1
				Number of bus services serving different localities stopping within 200 metres of main entrance	4 or more localities served	5
					3	3
					2	2
					1	1
				Train frequency from nearest station (Mon-Sat daytime) (if within	30 minutes or less	3
					30-59 minutes	2
					Hourly or less frequent	1

			15 minute drive)		
			Drive to nearest station	10 minutes or less	2
				15 minutes or less	1
		<b>Other</b>	Travel reduction Opportunities	Facilities on site or within 100 metres that reduce the need to travel:	
				* food shop/café	1
				* newsagent	1
				* crèche	1
				* other	1
		<b>Total Aggregate Score</b>			
		High = 24-30			
		Medium: 16-23			

MM. No.	Policy ref./ No.	Page / para. No.	Modification APPENDIX 3 – GLOSSARY
MM056	Glossary Appendix 3	Pages 123 to 137	<p><b>Affordable Housing</b></p> <p><del>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</del></p> <p><del>Social rented housing is owned by local authorities and private registered providers</del></p> <p><del>(as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with Homes England</del></p> <p><del>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</del></p> <p><del>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</del></p> <p><del>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</del></p>

		<p><b><u>Affordable housing:</u></b> 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:</p> <p>a) <b><u>Affordable housing for rent:</u></b> 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).</p> <p>b) <b><u>Starter homes:</u></b> 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.</p> <p>c) <b><u>Discounted market sales housing:</u></b> 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.</p> <p>d) <b><u>Other affordable routes to home ownership:</u></b> 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.</p>
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		<p><b><u>Article 4 Direction</u></b></p> <p>A piece of legislation specific to an area which withdraws some of the automatic planning permissions granted by the General Permitted Development Order.</p> <p><b><u>Climate Change</u></b></p> <p>Climate change is a large-scale, long-term shift in the planet's weather patterns or average temperatures. (MET eOffice)</p> <p><b><u>Convenience Retailing</u></b></p> <p>Relates to the purchase of everyday essential items, including confectionary, food and drink. of goods in <u>classification of individual consumption according to purpose</u> (COICOP) categories such as: food and non-alcoholic beverages, tobacco, alcoholic beverages (off-trade), newspapers and periodicals, non-durable household goods.</p> <p><b><u>European Site</u></b></p> <p><del>This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.</del></p> <p><b><u>Green Infrastructure</u></b></p> <p><u>A network of multi-functional green and blue spaces 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.”</u></p> <p><b><u>Habitats Site</u></b></p>
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		<p><u>Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.</u></p> <p><b><u>Housing Delivery Test</u></b> Measures net homes delivered</p> <p><b><u>Key Services Centre</u></b> A settlement providing a broad range of services including retail, leisure and good transport links.</p> <p><b><u>Listed Building</u></b> A building of 'special architectural or historic interest' included on a statutory list compiled by the Secretary of State for Digital, Culture, Media and Sport.</p> <p><b><u>Local Enterprise Partnership (LEP)</u></b> A body, which was designated by the Secretary of State for Communities and Local Government, and was established for the purpose of creating or improving the conditions for economic growth in an area.</p> <p><b><u>Local Geodiversity Site (LGS)</u></b> A Lancashire wide designation which identifies valuable, local geological and geomorphological sites. Local Geodiversity Sites were formerly known as Regionally Important Geological Sites (RIGs).</p> <p><b><u>Mineral Consultation Area</u></b> <u>A geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development</u></p> <p><b><u>Previously Developed Land (also known as brownfield land)</u></b></p>
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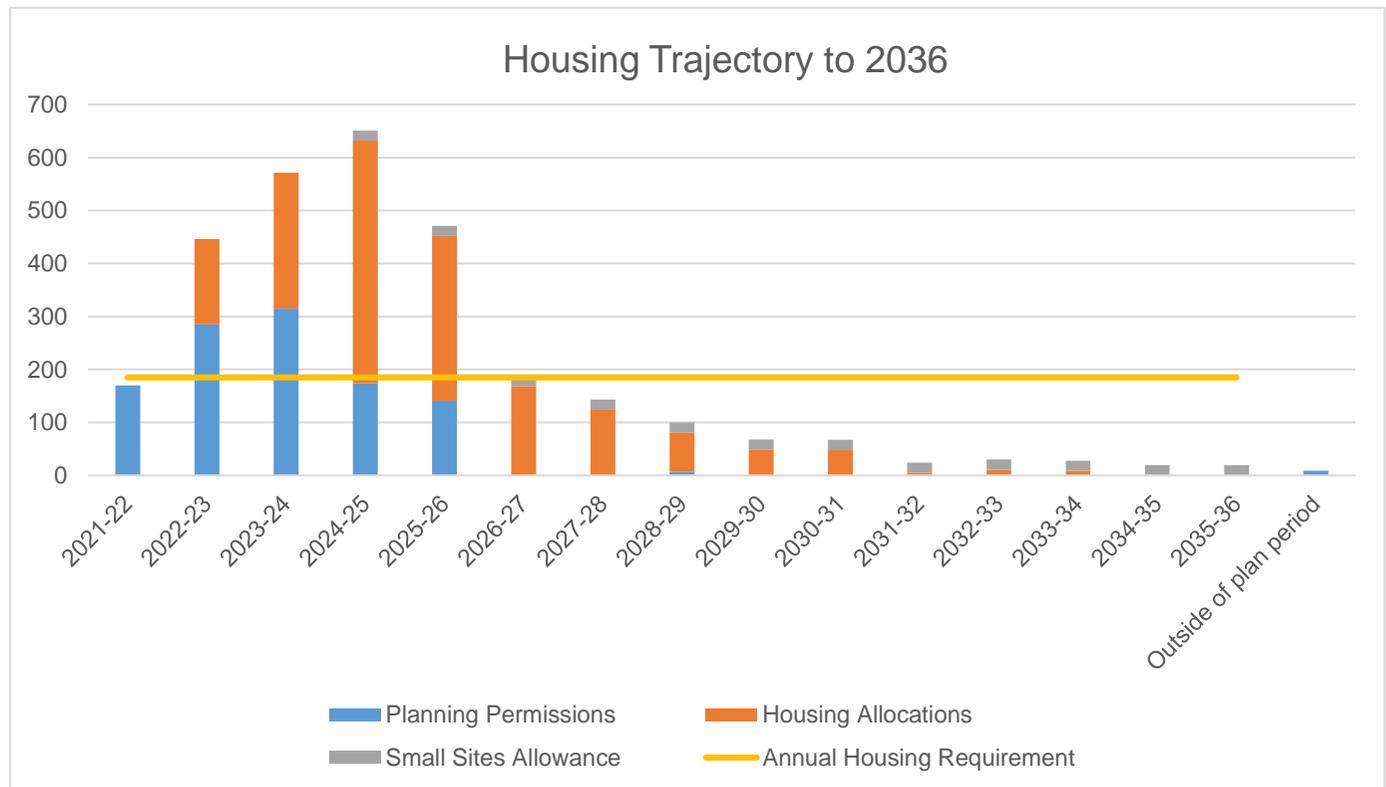
		<p><u>Land which is or was occupied by a permanent structure, including the curtilage of developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private 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.</u></p> <p><b><u>Sustainable Transport Modes</u></b></p> <p><u>Including walking and cycling, ultra- low and zero emission vehicles, car sharing and public transport.</u></p>
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### Housing Trajectory

The Housing Trajectory Chart and Summary Data Table demonstrate the proposed delivery of housing sites for the plan period to 2036. The data includes two years of complete data from the start of the plan period in 2019 and project to forward to the end of the plan period to 2036. Supply data sources are; planning permission, sites allocated in the Local Plan, a Small Sites Allowance and completion data. The Housing Supply is compared with the Housing Requirement of 208dpa for the past period 2019-2021 and 185dpa for the remainder of the plan period. This data comes from the Housing Update Paper August 2021.



	Comp 19-20	Comp 20-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36
Housing Allocations	33	47	0	161	256	458	311	168	124	74	49	48	5	11	9	0	0
Planning Permissions	61	30	170	285	315	174	141	0	0	7	0	0	0	0	0	0	0
Small Sites Allowance					0	19	19	19	19	19	19	19	19	19	19	19	19
<b>Total Expected Annual Delivery</b>	<b>94</b>	<b>77</b>	<b>170</b>	<b>446</b>	<b>571</b>	<b>651</b>	<b>471</b>	<b>187</b>	<b>143</b>	<b>100</b>	<b>68</b>	<b>67</b>	<b>24</b>	<b>30</b>	<b>28</b>	<b>19</b>	<b>19</b>
Housing Requirement	208	208	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185

Housing Allocation Ref	Site name	Site net developable area (Ha)	Planning permission as of 30th June 2018	Estimated delivery	Estimated yield	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	
						Sites allocated in the Local Plan																
H1	Greenbridge Mill (Hall Carr Mill) Lambert Haworth	1.28	No	Years 1-5	64	0	0	0	20	20	20	4	0	0	0	0	0	0	0	0	0	0
H2	Magistrates Court, Rawtenstall	0.02	Yes	Years 1-5	11	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0

H3	Land at former Oakenhead Resource Centre	0.69	Yes, subject to agreement of contributions	Years 1-5	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0
H4	Turton Hollow, Goodshaw	1	No	Years 1-5	30	0	0	0	0	20	10	0	0	0	0	0	0	0	0	0	0
H5	Swinshaw Hall, Loveclough	1.72	No	Years 1-5	47	0	0	0	15	15	17	0	0	0	0	0	0	0	0	0	0
H6	Land south of 1293 Burnley Road, Loveclough	0.19	No	Years 1-5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
H7	Land Adjacent Laburnum Cottages, Goodshaw	0.31	No	Years 1-5	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
H8	Oak Mount Garden, Rawtenstall	0.29	No	Years 1-5	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0
H9	Land off Oaklands and Lower Cribden Avenue	1.57	Yes	Years 1-5	31	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H10	Land at Bury Road, Rawtenstall	0.25	No	Years 1-5	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
H11	The Hollins, Hollin Way	2.62	Permission for part of the site	Years 1-15	70	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	0
H12	Reedsholme Works, Rawtenstall	2.19	Yes (outline)	Years 1-5	110	0	0	20	20	20	20	20	10	0	0	0	0	0	0	0	0
H13	Loveclough Working Mens Club and land at rear and extension	3.2	Permission for part of the site	Years 1-5	95	0	0	0	20	20	20	20	15	0	0	0	0	0	0	0	0
H14	Hall Carr Farm, off Yarraville Street	1.07	No	Years 1-5	26	0	0	0	16	10	0	0	0	0	0	0	0	0	0	0	0
H15	Willow Avenue off Lime Tree Grove	0.35	No	Years 11-15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
H16	Land East of Acrefield Drive	0.61	No	Years 11-15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
H17	Land south of Goodshaw Fold Road	0.23	No	Years 6-10	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
H18	Carr Barn and Carr Farm	1.24	No	Years 6-10	25	0	0	0	0	0	0	10	10	5	0	0	0	0	0	0	0
H19	Land off Lower Clowes Road, New Hall Hey	0.27	Yes	Years 6-10	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
H20	Old Market Hall, Bacup	0.16	No	Years 1-5	16	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
H24	Reed Street, Bacup	0.42	No	Years 1-5	13	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0
H22	Former Bacup Health Centre	0.2	Yes	Years 1-5	22	0	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0

H23	Glen Mill, 640 Newchurch Road, Stacksteads	0.17	Yes (outline)	Years 1-5	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
H24	The Former Commercial Hotel, 318A, 316B and 316C Newchurch Road	0.04	Yes	Years 1-5	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
H25	Land at Blackwood Road, Stacksteads	1.37	No	Years 1-5	41	0	0	20	24	0	0	0	0	0	0	0	0	0	0	0
H26	Land off Greensnook Lane, Bacup	1.43	Yes for a different number of units	Years 1-5	26	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0
H27	Land off Fernhill Drive, Bacup	0.15	No	Years 6-10	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H28	Sheephouse Reservoir, Britannia	2.1	No	Years 6-10	63	0	0	0	0	0	0	30	30	3	0	0	0	0	0	0
H29	Land off Pennine Road, Bacup	2.8	No	Years 1-5	84	0	0	0	20	20	20	24	0	0	0	0	0	0	0	0
H30	Tong Farm, Bacup	1.7	No	Years 1-5	51	0	0	20	20	14	0	0	0	0	0	0	0	0	0	0
H31	Lower Stack Farm	0.32	No	Years 1-5	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
H32	Booth Road/Woodland Mount, Brandwood	0.35	No	Years 1-5	10	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
H33	Land off Rockcliffe Road and Moorlands Terrace, Bacup	3.22	Permission for part of the site	Years 1-5	63	0	26	20	17	0	0	0	0	0	0	0	0	0	0	0
H34	Land at Higher Cross Row, Bacup	0.53	No	Years 6-10	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H35	Shadlock Skip, Stacksteads	0.72	No	Years 6-10	22	0	0	0	0	0	0	10	12	0	0	0	0	0	0	0
H36	Hare and Hounds Garage, Newchurch Road, Stacksteads	0.15	Yes	Years 6-10	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H37	Land off Gladstone Street, Bacup	2.1	No	Years 6-10	63	0	0	0	0	0	0	20	20	20	3	0	0	0	0	0
H38	Land off Burnley Road and Meadows Avenue, Bacup	0.13	Yes (outline)	Years 6-10	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H39	Land off Cowtoot Lane, Bacup	5.93	No	Years 1-10	151	0	0	0	20	20	20	20	20	20	20	11	0	0	0	0
H40	Land off Todmorden Road, Bacup	2.98	No	Years 1-5	53	0	0	0	20	20	13	0	0	0	0	0	0	0	0	0
H41	Thorn Bank, Bacup	1.55	No	Years 6-10	46	0	0	0	0	0	0	15	15	16	0	0	0	0	0	0
H42	Land south of The Weir Public House	1.77	No	Years 6-10	52	0	0	0	0	0	0	15	15	15	7	0	0	0	0	0

H43	Land west of Burnley Road, Weir	0.46	No	Years 6-10	10	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0
H44	Irwell Springs, Weir	2.48	Yes	Years 1-5	46	0	0	20	26	0	0	0	0	0	0	0	0	0	0	0
H45	Former Haslingden Police Station, Manchester Road	0.12	Yes	Years 1-5	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
H46	1 Laburnum Street, Haslingden	0.04	No	Years 1-5	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H47	Land at Kirkhill Avenue, Haslingden	0.74	No	Years 1-5	22	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0
H48	Land Off Highfield Street, Haslingden	0.45	No	Years 1-5	13	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0
H49	Land adjacent 53 Grane Road, Haslingden	0.15	No	Years 1-5	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
H50	Land Adjacent Park Avenue/Cricceeth Close, Haslingden	1	No	Years 1-5	30	0	0	20	10	0	0	0	0	0	0	0	0	0	0	0
H51	Land to side and rear of Petrol Station, Manchester Road	0.16	No	Years 6-10	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H52	Land to the rear of Haslingden Cricket Club	0.74	No	Years 1-5	30	0	0	0	20	10	0	0	0	0	0	0	0	0	0	0
H53	Waterfoot Primary School	0.4	Yes	Years 1-5	21	0	0	11	10	0	0	0	0	0	0	0	0	0	0	0
H54	Land at Ashworth Road, Water	0.06	Yes	Years 1-5	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
H55	Carr Mill and Bolton Mill, Cowpe	0.07	No	Years 6-10	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H56	Knott Mill Works, Pilling Street and Orchard Works, Miller Barn Lane	0.06	No	Years 6-10	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H57	Foxhill Drive, Whitewell Bottom	0.22	No	Years 1-5	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
H58	Land off Lea Bank, Cloughfold	0.31	No	Years 6-10	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H59	Land Adjacent Dark Lane Football Ground	1.95	No	Years 1-5	80	0	0	20	20	20	20	0	0	0	0	0	0	0	0	0
H60	Johnny Barn Farm and land to the east, Cloughfold	4.55	Permission for part of the site (outline)	Years 1-5	80	0	20	10	20	20	10	0	0	0	0	0	0	0	0	0
H61	Hareholme, Stag Hills	0.33	No	Years 6-10	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H62	Land off Peel Street, Cloughfold	0.28	No	Years 6-10	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H63	Hollin Farm, Waterfoot	0.18	No	Years 6-10	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

H64	Hargreaves Fold Lane, Chapel Bridge, Lumb	0.75	No	Years 6-10	23	0	0	0	0	0	0	10	13	0	0	0	0	0	0	0	0
H65	Albert Mill, Whitworth	1.14	Yes	Years 1-5	49	0	0	0	15	15	19	0	0	0	0	0	0	0	0	0	0
H66	Land North Of King Street, Facit	0.17	No	Years 6-10	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
H67	Land Behind Buxton Street, Facit	0.41	Yes	Years 1-5	28	10	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0
H68	Former Spring Mill (land off eastgate and westgate), Whitworth	3.7	No	Years 1-10	111	0	0	20	20	20	20	20	11	0	0	0	0	0	0	0	0
H69	Cowm water treatment works, Whitworth	0.68	No	Years 6-10	20	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0
H70	Irwell Vale Mill	1.43	No	Years 1-5	45	0	0	0	0	20	25	0	0	0	0	0	0	0	0	0	0
H71	Land East of Market Street, Edenfield	0.31	No	Years 1-5	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
H72	Land west of Market Street, Edenfield	15.25	No	Years 1-15	400	0	0	0	30	30	30	30	30	30	30	30	30	30	30	30	30
H73	Edenwood Mill, Edenfield	0.94	No	Years 6-10	47	0	0	0	0	0	0	20	27	0	0	0	0	0	0	0	0
H74	Grane Village, Helmshore	4	No	Years 1-10	174	0	0	30	30	30	30	30	24	0	0	0	0	0	0	0	0
M1	Waterside Mill, Bacup	0.09	No	Years 6-10	39	0	0	0	0	0	0	10	10	10	9	0	0	0	0	0	0
M2	Spinning Point, Rawtenstall	1.56	Yes	Years 1-5	28	0	0	0	10	10	8	0	0	0	0	0	0	0	0	0	0
M3	Isle of Man Mill, Water	0.54	No	Years 6-10	16	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0
M4	Futures Park, Bacup	*	No	N/A	4 Pitches	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total for Site Allocated</b>		<b>95.11</b>			<b>2853</b>	<b>56</b>	<b>118</b>	<b>303</b>	<b>506</b>	<b>381</b>	<b>332</b>	<b>450</b>	<b>290</b>	<b>124</b>	<b>74</b>	<b>46</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>40</b>	<b>40</b>

MM. No.	Policy ref./ No.	Page / para. No.	Modification APPENDIX 6 Superseded Policies			
MM058	Appendix 6	New	<b>Core Strategy Policy Reference superseded by the Local Plan</b>	<b>Policy Description</b>	<b>Replacement Local Plan Policy Reference</b>	
			<u>AVP 1</u>	<u>Whitworth, Facit and Shawforth</u>	<u>Not replaced in the Local Plan</u>	
			<u>AVP 2</u>	<u>Bacup, Stacksteads, Britannia and Weir</u>	<u>Not replaced in the Local Plan</u>	
			<u>AVP 3</u>	<u>Waterfoot, Lumb, Cowpe and Water</u>	<u>Not replaced in the Local Plan</u>	
			<u>AVP 4</u>	<u>Rawtenstall, Crawshawbooth, Goodshaw and Loveclough</u>	<u>Not replaced in the Local Plan</u>	
			<u>AVP 5</u>	<u>South West</u>	<u>Not replaced in the Local Plan</u>	
			<u>AVP 6</u>	<u>Haslingden and Rising Bridge</u>	<u>Not replaced in the Local Plan</u>	
			<u>Policy 1</u>	<u>General Development Locations and Principles</u>	<u>SS, SD1, SD2</u>	
			<u>Policy 2</u>	<u>Meeting Rossendale's Housing Requirement</u>	<u>HS1</u>	
			<u>Policy 3</u>	<u>Distribution of Additional Housing</u>	<u>SS</u>	
			<u>Policy 4</u>	<u>Affordable and Supported Housing</u>	<u>HS3</u>	
			<u>Policy 5</u>	<u>Meeting the Needs of Gypsies, Travellers and Travelling Showpeople</u>	<u>HS14</u>	
			<u>Policy 6</u>	<u>Training &amp; Skills</u>	<u>Not replaced in the Local Plan</u>	
			<u>Policy 7</u>	<u>Social Infrastructure</u>	<u>LT2, R4</u>	
			<u>Policy 8</u>	<u>Transport</u>	<u>TR1, TR2, TR3, TR4</u>	
			<u>Policy 9</u>	<u>Accessibility</u>		
			<u>Policy 10</u>	<u>Provision for Employment</u>	<u>EMP1</u>	

			<u>Policy 11</u>	<u>Retail &amp; Other Town Centre Uses</u>	<u>R1</u>
			<u>Policy 12</u>	<u>The Valley Centre</u>	<u>R2</u>
			<u>Policy 13</u>	<u>Protecting Key Local Retail</u>	<u>LT2, R4</u>
			<u>Policy 14</u>	<u>Tourism</u>	<u>LT3</u>
			<u>Policy 15</u>	<u>Overnight Visitor Accommodation</u>	<u>LT4</u>
			<u>Policy 16</u>	<u>Preserving &amp; Enhancing the Built Environment</u>	<u>ENV2</u>
			<u>Policy 17</u>	<u>Rossendale's Green Infrastructure</u>	<u>ENV5</u>
			<u>Policy 18</u>	<u>Biodiversity, Geodiversity and Landscape Conservation</u>	<u>ENV4</u>
			<u>Policy 19</u>	<u>Climate Change and Low and Zero Carbon sources of Energy</u>	<u>ENV8</u>
			<u>Policy 20</u>	<u>Wind Energy</u>	<u>ENV7</u>
			<u>Policy 21</u>	<u>Supporting the Rural Economy and its Communities</u>	<u>LT6</u>
			<u>Policy 22</u>	<u>Planning Contributions</u>	<u>SD3</u>
			<u>Policy 23</u>	<u>Promoting High Quality Designed Spaces</u>	<u>ENV1</u>
			<u>Policy 24</u>	<u>Planning Applications Requirements</u>	<u>Not replaced in the Local Plan</u>
			<u>Appendix One</u>	<u>Parking Standards</u>	<u>Appendix 1</u>