

ROSSENDALE DRAFT LOCAL PLAN  
Pre-Submission Publication Version  
Regulation 19 Consultation



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## **Spatial Strategy**

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 2034 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.

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.

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 a road network that is operating close to capacity in some key locations. Brownfield sites, where available, often have issues that require resolution before the site can come forward. Large, easy to develop sites are within short supply. At a Policy level Green Belt covers over 20% of the Borough while there are also extensive areas of Moorland.

The Spatial Strategy seeks to make the most of the existing physical infrastructure in the Borough when allocating sites:

- The main transport corridors, particularly the A56 and the A682 link into Rawtenstall
- Existing Town centre renewal initiatives
- Proximity to services
- Previously developed land

The Boroughs built and environmental heritage is fundamental to the unique character of the area. The Local Plan recognises the importance of:

- Important buildings and historic areas
- Areas of high environmental value, such as the West Pennine Moors
- Greenspace corridors

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.

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.



## **Development Hierarchy**

### **Key Service Centres**

The town of **Rawtenstall** is the Borough's primary centre complemented by **Bacup**, **Haslingden** and **Whitworth** 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.

### **Major sites**

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.

#### ***Edenfield (Policy HS2 and HS3)***

Green Belt land within Edenfield has been identified for housing development. The scale of the site means that this allocation will contribute significantly to housing provision 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.

The strategic release of the land identified for allocation will be contained by a strong boundary (the A56) limiting the potential for future sprawl, will be perceived as the main block of settlement within Edenfield growing incrementally north and will fill the gap between the A56 and the linear settlement along Market Street creating a stronger Green Belt boundary and settlement edge.

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.

Masterplans are also proposed for other major sites at Loveclough (HS4) and Swinshaw (HS5).

#### ***Futures Park (Policy EMP2 and EMP6)***

4.6 hectares of land has been identified at Futures Park to accommodate mixed use 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.

The site is excellently linked to leisure facilities within the Borough with the "Valley of Stone" Greenway, the adjacent Stubblelee 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.

### ***New Hall Hey (Policy EMP2 and EMP7)***

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.

### ***Carrs Industrial Estate (Policy EMP2)***

The Carrs Mill industrial estate is the largest employment site within the Borough and is occupied by a range of different businesses. The A56 runs immediately adjacent to the site and it can be accessed from the north and south to the existing site.

The site has very low vacancy rates due to the prominence of the site and its recognition as a strategic employment site within the Borough and also its role serving the wider area. The site is an established employment site and is considered to have high market attractiveness.

To expand this strategically important site approximately 5 hectares of land have been identified to the north of the existing industrial estate which would facilitate employment development within a part of the Borough where there is greatest market demand. The site could accommodate key local employers and help to retain them within Rossendale.

### ***Barlow Bottoms (Policy EMP2)***

1.2 hectares of suitable and deliverable land has been identified in Whitworth for new employment development. The site is within one of the Borough's Key Service Centres with its associated local labour market catchment and local services. The land is within public ownership and is suitable for new B2 or B8 development.

The site will also accommodate four transit gypsy and travellers pitches. Due to the proximity of the main road access and close proximity to local services it is considered that on this site industrial uses and a transit site will complement each other.



## Local Service Centres

Those Local Service Centres that are close to the Key Service Centre towns and are more urban in character are distinguished from Local Service Centres in more rural locations.

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 **Waterfoot, Crawshawbooth and Stacksteads**.

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 **Rising Bridge, Helmshore and Water**. Good access to services is essential if rural communities are to survive and prosper.

## Other Settlements

Outside of the main urban area and service centres, there are many smaller settlements or villages with limited facilities. Examples include **Acre and Cowpe**. 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.

## **Key topics**

### Housing

The Plan allocates land to meet the Housing requirement of **3 180 houses** over the Plan period.

The majority of new housing will be located in and around the main centres of **Rawtenstall** and **Bacup** 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.

The Strategy seeks to maximise the use of brownfield land for housing by bringing former mill sites back into use. It is expected that **30%** of allocated housing land will be brownfield. A significantly higher percentage of windfall sites will be brownfield.

**Higher densities** (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.

**Strategic Green Belt releases** 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.

### **Employment**

The Plan allocates **28** 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.

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.

**Green Belt release** is required south of New Hall Hey for the proposed Major Site. This reflects the current tight nature of the urban boundary and the availability of suitable land.

### **Retail**

The existing retail hierarchy is retained with the addition of a **new local centre** in Crawshawbooth. 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.

### **Green Infrastructure**

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 **Ecological Corridors** 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.

### **Built Heritage**

New **Conservation Areas** are proposed in Haslingden Town Centre and Crawshawbooth. A new approach to the **Local List** has been introduced to provide protection to key non-designated assets that make a strong contribution to the areas character.

### **Transport**

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 **Gyratory** in Rawtenstall; enhancing the **A56 corridor** and bringing forward options to develop the heritage **East Lancashire Railway** as a commuter rail link.

## **Strategic Policy SS: Spatial Strategy**

The Council will focus growth and investment in Key Service Centres, on major sites and on well located brownfield sites whilst protecting the landscape and current built character and rural areas.

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

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.

The Council will work with partners and developers to protect and enhance the Ecological Corridor Network and the Borough's built heritage.

Growth and investment will be concentrated in:

**a) The Key Service Centres of:**

- i. Rawtenstall**
- ii. Bacup**
- iii. Haslingden**
- iv. Whitworth**

**b) Major Sites allocated at:**

- i. Edenfield**
- ii. Futures Park**
- iii. New Hall Hey**
- iv. Carrs Industrial Estate**
- v. Barlow Bottoms**

**c) An level of growth and investment appropriate to the settlement size will be encouraged at the following Urban Local Service Centres to help meet housing, employment and service needs:**

- i. Waterfoot**
- ii. Broadley/Tonacliffe**
- iii. Stacksteads**
- iv. Crawshawbooth**
- v. Helmshore**
- vi. Facit**
- vii. Stubbins**
- viii. Britannia**

**d) Limited growth and investment will be encouraged at the following Rural Local Service Centres to help meet local housing and employment needs and to support the provision of services to the wider area:**

- i. Loveclough/Goodshaw**
- ii. Water**
- iii. Weir**
- iv. Whitewell Bottom**

- e) 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.
- i. Acre
  - ii. Chatterton
  - iii. Cowpe
  - iv. Ewood Bridge
  - v. Irwell Vale
  - vi. Turn
  - vii. Sharneyford

## Strategic Policy SD1: Presumption in Favour of Sustainable Development

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 (the Framework). 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.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) specific policies in the Framework indicate that development should be restricted.

### Explanation

At the heart of the Framework is a presumption in favour of sustainable development, this is a golden thread running through both plan-making and decision-taking.

For plan-making this means the Council will:

- positively seek opportunities to meet Rossendale's development needs; and
- the Local Plan will meet objectively assessed needs with sufficient flexibility to adapt to rapid change, unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
  - specific policies in the Framework indicate development should be restricted.

For decision-taking this means the Council will:

- approve development proposals that accord with the Local Plan without delay; and
- where the Local Plan is absent, silent, or relevant policies are out-of-date, grant permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
  - specific policies in the Framework indicate that development should be restricted.

Policies in this Local Plan follow the approach of the presumption in favour of sustainable development contained in the Framework so that it is clear that development which is sustainable can be approved without delay. This Local Plan is based on and reflects the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

### **Strategic Policy SD2: Urban Boundary and Green Belt**

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.

Land has been removed from Green Belt in the following locations on the basis that exceptional circumstances exist:

- H70 Irwell Vale Mill
- H71 Land east of Market Street
- H72 Land west of Market Street, Edenfield
- H73 Edenwood Mill, Edenfield
- NE1 Extension to Mayfield Chicks, Ewood Bridge
- NE2 Land north of Hud Hey, Haslingden
- NE4 Extension of New Hall Hey, Rawtenstall

The Council will expect that the design of development on the above sites minimises the impact on “openness” to the satisfaction of the Local Planning Authority. Development will also be expected to contribute to compensatory improvements to land elsewhere in the Green Belt, enhancing both its quality and public access.

## **Explanation**

The settlement boundaries set out on the Policies Map define the extent of the towns and villages within the Borough. Sustainable Development will normally be permissible in these locations subject to the policies of the Plan as a whole.

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.

The Plan makes a number of changes to the Green Belt boundaries which have been incorporated in the urban boundary. Most of these are cartographical changes. A small number of major changes have been made to the Green Belt boundary, most notably at Edenfield for housing and at Rawtenstall and Haslingden for employment use. Exceptional circumstances are considered to exist that justify the proposed releases. At Edenfield this particularly relates to the strong defensible boundary of the A56 and the opportunity to masterplan the site to produce a high quality planned development that minimises impact on openness. For the Green Belt employment sites the challenge of finding suitable employment land with strong market demand close to the A56 corridor, is considered to be an exceptional circumstance.

Masterplanning or for smaller sites, the development of a design framework, will be expected to demonstrate how the design of the scheme minimises impacts on openness such as through the location of development within the site; the scale of the buildings and appropriate landscaping. In order to provide compensatory improvements to the remainder of the Green Belt, developments will be expected to contribute to enhancements to other open space and improved recreational access. This could include the identification of land appropriate for Suitable Alternative Natural Greenspace (SANG's).

## **Policy SD3: Planning Obligations**

Where developments will create demands for additional services, facilities and infrastructure or exacerbate an existing deficiency the Council may seek a contribution or legal agreement to address this issue where it cannot be suitably addressed through the use of planning

conditions or other mechanisms. Where sought such contributions will reflect the most up to date national guidance and may include, but not exclusively, the following issues:

- Affordable Housing
- Public Open Space
- Green infrastructure
- Sustainable transport
- Schools and Educational facilities
- Health infrastructure
- Sports and recreation facilities

## **Explanation**

The topography and existing pattern of development within Rossendale means that there is already pressure on parts of the existing infrastructure such as roads and flood defences. Many schools are close to capacity.

New development frequently places demands on existing infrastructure or in some cases requires completely new infrastructure. This can often be addressed through the use of planning conditions or Section 278 agreements for Highway improvements.

The use of Planning Obligations to address unacceptable impacts of development is one way of mitigating negative impacts. The use of such Obligations is particularly helpful where management agreements are required or work is required off-site and financial contributions are required. Such obligations have to meet national requirements of being necessary, directly related to the development and fairly and reasonably related in scale and kind. The Council may seek contributions to address a range of infrastructure and related issues. In doing so it will take into account the wider policies in this Plan, the comments of consultees and the viability of the development.



## **Chapter 1: Housing**

### **Strategic Policy HS1: Meeting Rossendale's Housing Requirement**

The net housing requirement for the period 2019-2034 will be achieved through:

- a) Providing at least 3,180 additional dwellings over the plan period equating to 212 dwellings a year
- b) Delivering an overall amount of 30% of all new dwellings on previously developed land (PDL) across the Borough
- c) Keeping under review housing delivery performance on a yearly basis

The housing requirement figure for Edenfield Community Neighbourhood Forum for 2019-2034 is 456 dwellings.

#### **Explanation**

The need for new housing in Rossendale has been assessed in the Council's Strategic Housing Market Area Assessment (SHMA) (2016). This study examined a range of housing, economic and demographic evidence to assess housing need and demand in Rossendale.

The 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.

Since the SHMA was produced the Government has announced its intention to implement a standard methodology for calculating housing figures. Using this approach the relevant annual housing provision for Rossendale is set at 212 homes per year. This figure is applicable for ten years but the Council has extrapolated this over the Plan period, giving a total housing figure of 3,180 dwellings. The Council is not pursuing a higher figure based on "economic uplift".

The SHMA particularly highlights a need for larger, aspirational property types in Rossendale to rebalance the stock away from small terraced properties and reduce the high levels of out-

migration to adjoining areas to satisfy the demand for suitable house types. It also evidences the need for more good quality, specialist accommodation designed specifically for the growing elderly population and also identifies a need for single level accommodation. The SHMA also identifies a need for 1 and 2 bedroom dwellings.

Previously developed (brownfield land) has been identified wherever possible but the supply of sites without significant constraints within the urban boundary is limited. Overall 152 brownfield sites were considered comprising a total of 182.4ha. 40 of these sites are proposed for development on an area of 46.81ha. Other brownfield sites were rejected for a variety of reasons including flood risk; contamination and access difficulties. The overall brownfield delivery rate is expected to be higher than the 30% figure as most sites below the 5 dwelling threshold for inclusion in the Plan are on brownfield land as are “windfall” sites. Further information on the land supply for housing for Rossendale over the next fifteen years (2017-2032) is included in the Council’s Strategic Housing Land Availability Assessment (SHLAA) (2017).

Housing delivery performance will be kept under review on a yearly basis in Rossendale’s Five Year Housing Land Supply Reports and the Housing Delivery Test.

## Policy HS2: Housing Site Allocations

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:

Table 1: Housing Site Allocations

Housing Allocation Ref.	Site name	Net developable area (ha)	No. of units proposed	Density (dwellings per hectare)	Delivery Timescale	Greenfield/Brownfield	Allocation	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
H2	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

H4	Turton Hollow, Goodshaw	1	30	30	Years 1-5	Mixed but largely greenfield	Housing	HS2
H5	Swinshaw Hall, Loveclough	1.72	47	27	Years 1-5	Greenfield	Housing	HS2
H6	Land south of 1293 Burnley Road, Loveclough	0.19	5	26	Years 1-5	Greenfield	Housing (Self Build)	HS18
H7	Land Adjacent Laburnum Cottages, Goodshaw	0.31	10	32	Years 1-5	Greenfield	Housing	HS2
H8	Oak Mount Garden, Rawtenstall	0.29	9	31	Years 1-5	Greenfield	Housing	HS2
H9	Land off Oaklands and Lower Cribden Avenue	1.57	31	20	Years 1-5	Greenfield	Housing	HS2
H10	Land at Bury Road, Rawtenstall	0.25	7	28	Years 1-5	Greenfield	Housing	HS2
H11	The Hollins, Hollin Way	2.62	70	27	Years 1-15	Greenfield	Housing	HS2
H12	Reedsholme Works, Rawtenstall	2.19	110	50	Years 1-5	Brownfield	Housing	HS2
H13	Loveclough Working Mens Club and land at rear and extension	3.2	95	30	Years 1-5	Mixed	Housing	HS2
H14	Hall Carr Farm, off Yarraville Street	1.07	26	24	Years 1-5	Greenfield	Housing	HS2
H15	Willow Avenue off Lime Tree Grove	0.35	10	29	Years 6-15	Greenfield	Housing	HS2
H16	Land East of Acrefield Drive	0.61	18	30	Years 6-15	Greenfield	Housing	HS2
H17	Land south of Goodshaw Fold Road	0.23	7	30	Years 6-15	Greenfield	Housing	HS2
H18	Carr Barn and Carr Farm	1.24	25	20	Years 6-15	Greenfield	Housing	HS2
H19	Land off Lower Clowes Road, New Hall Hey	0.27	7	26	Years 6-15	Greenfield	Housing	HS2
<b>Bacup, Stacksteads, Britannia and Weir</b>								
H20	Old Market Hall, Bacup	0.16	16	100	Years 1-5	Brownfield	Housing	HS2
H21	Reed Street, Bacup	0.42	13	31	Years 1-5	Brownfield	Housing	HS2
H22	Former Bacup Health Centre	0.2	22	110	Years 1-5	Brownfield	Housing (Special needs)	HS17
H23	Glen Mill, 640 Newchurch Road, Stacksteads	0.17	9	53	Years 1-5	Brownfield	Housing	HS2
H24	The Former Commercial Hotel, 318A, 316B and 316C Newchurch Road	0.04	7	175	Years 1-5	Brownfield	Housing	HS2
H25	Land at Blackwood Road, Stacksteads	1.37	41	30	Years 1-5	Mixed	Housing	HS2
H26	Land off Greensnook Lane, Bacup	1.43	26	18	Years 1-5	Greenfield	Housing	HS2
H27	Land off Fernhill Drive, Bacup	0.15	5	33	Years 1-5	Greenfield	Housing	HS2
H28	Sheephouse Reservoir, Britannia	2.1	63	30	Years 1-5	Greenfield	Housing	HS2
H29	Land off Pennine Road, Bacup	2.8	84	30	Years 1-5	Greenfield	Housing	HS2
H30	Tong Farm, Bacup	2.53	76	30	Years 1-5	Greenfield	Housing	HS2
H31	Lower Stack Farm	0.32	10	31	Years 1-5	Greenfield	Housing	HS2
H32	Booth Road/Woodland Mount, Brandwood	0.35	10	29	Years 1-5	Greenfield	Housing	HS2
H33	Land off Rockcliffe Road and Moorlands Terrace, Bacup	3.22	63	20	Years 1-5	Greenfield	Housing	HS2
H34	Land at Higher Cross Row, Bacup	0.53	17	32	Years 1-5	Greenfield	Housing	HS2
H35	Shadlock Skip, Stacksteads	0.72	22	31	Years 6-15	Brownfield	Housing	HS2
H36	Hare and Hounds Garage, Newchurch Road, Stacksteads	0.15	9	60	Years 6-15	Brownfield	Housing	HS2

H37	Land off Gladstone Street, Bacup	2.1	63	30	Years 6-15	Mixed	Housing	HS2
H38	Land off Burnley Road and Meadows Avenue, Bacup	0.13	6	46	Years 6-15	Greenfield	Housing	HS2
H39	Land off Cowtoot Lane, Bacup	5.93	151	25	Years 6-15	Greenfield	Housing	HS2
H40	Land off Todmorden Road, Bacup	2.98	53	18	Years 6-15	Greenfield	Housing	HS2
H41	Thorn Bank, Bacup	1.55	46	30	Years 6-15	Greenfield	Housing	HS2
H42	Land south of The Weir Public House	1.77	52	29	Years 6-15	Greenfield	Housing	HS2
H43	Land west of Burnley Road, Weir	0.46	10	22	Years 6-15	Greenfield	Housing	HS2
H44	Irwell Springs, Weir	2.48	46	19	Years 6-15	Greenfield	Housing	HS2
<b>Haslingden and Rising Bridge</b>								
H45	Former Haslingden Police Station, Manchester Road	0.12	8	67	Years 1-5	Brownfield	Housing	HS2
H46	1 Laburnum Street	0.04	8	200	Years 1-5	Brownfield	Housing	HS2
H47	Land at Kirkhill Avenue, Haslingden	0.74	22	30	Years 1-5	Greenfield	Housing	HS2
H48	Land Off Highfield Street	0.45	13	29	Years 1-5	Greenfield	Housing	HS2
H49	Land adjacent 53 Grane Road	0.15	5	33	Years 1-5	Greenfield	Housing	HS2
H50	Land Adjacent Park Avenue/Criccieth Close	1	30	30	Years 1-5	Greenfield	Housing	HS2
H51	Land to side and rear of Petrol Station, Manchester Road	0.16	6	38	Years 6-15	Brownfield	Housing	HS2
H52	Land to the rear of Haslingden Cricket Club	0.74	30	41	Years 6-15	Greenfield	Housing	HS2
<b>Waterfoot, Lumb, Cowpe and Water</b>								
H53	Waterfoot Primary School	0.4	21	53	Years 1-5	Brownfield	Housing (Special needs)	HS17
H54	Land at Ashworth Road, Water	0.06	6	100	Years 1-5	Brownfield	Housing	HS2
H55	Carr Mill and Bolton Mill, Cowpe	0.07	11	157	Years 1-5	Brownfield	Housing	HS2
H56	Knott Mill Works, Pilling Street and Orchard Works, Miller Barn Lane	0.06	5	83	Years 1-5	Brownfield	Housing	HS2
H57	Foxhill Drive	0.22	7	32	Years 1-5	Greenfield	Housing	HS2
H58	Land off Lea Bank	0.31	9	29	Years 1-5	Greenfield	Housing (Self Build)	HS18
H59	Land Adjacent Dark Lane Football Ground	1.95	80	41	Years 1-5	Mixed	Housing	HS2
H60	Johnny Barn Farm and land to the east, Cloughfold	4.55	80	18	Years 6-15	Greenfield	Housing	HS2
H61	Hareholme, Staghills	0.33	9	27	Years 6-15	Greenfield	Housing (Self Build)	HS18
H62	Land off Peel Street, Cloughfold	0.28	8	29	Years 6-15	Greenfield	Housing	HS2
H63	Hollin Farm, Waterfoot	0.18	5	28	Years 6-15	Greenfield	Housing	HS2
H64	Hargreaves Fold Lane, Chapel Bridge, Lumb	0.75	23	31	Years 6-15	Greenfield	Housing	HS2
<b>Whitworth, Facit and Shawforth</b>								
H65	Albert Mill, Whitworth	1.14	49	43	Years 1-5	Brownfield	Housing	HS2
H66	Land North Of King Street	0.17	5	29	Years 1-5	Greenfield	Housing	HS2
H67	Land Behind Buxton Street	0.41	28	68	Years 1-5	Greenfield	Housing (Special needs)	HS17

H68	Former Spring Mill (land off eastgate and westgate)	3.7	111	30	Years 1-15	Brownfield	Housing	HS2
H69	Cowm water treatment works, Whitworth	0.68	20	29	Years 6-15	Mixed	Housing	HS2
<b>Edenfield, Helmshore, Irwell Vale and Ewood Bridge</b>								
H70	Irwell Vale Mill	1.43	45	31	Years 1-5	Mixed	Housing	HS2
H71	Land East of Market Street, Edenfield	0.31	9	29	Years 1-5	Brownfield	Housing	HS2
H72	Land west of Market Street, Edenfield	15.25	400	26	Years 6-15	Mixed but largely greenfield	Housing	HS3
H73	Edenwood Mill, Edenfield	0.94	47	50	Years 6-15	Mixed	Housing	HS2
H74	Grane Village, Helmshore	4	174	44	Years 6-15	Mixed but largely greenfield	Housing	HS2
<b>Mixed-use including residential</b>								
M1	Waterside Mill, Bacup	0.09	39	433	Years 6-15	Brownfield	Mixed-use	EMP2
M2	Spinning Point, Rawtenstall	1.56	28	18	Years 1-5	Brownfield	Mixed-use	EMP2
M3	Isle of Man Mill, Water	0.54	16	30	Years 6-15	Mixed	Mixed-use	EMP2
M6	Barlow Bottoms, Facit	0.92	1 transit site for Gypsies and Travellers to include up to 4 pitches			Greenfield	Mixed-use	EMP2 and HS18
<b>Total area, total number of dwellings and average density</b>		<b>96.86</b>	<b>2878</b>	<b>53</b>				

## Explanation

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.

The National Planning Policy Framework (the Framework) (2018) 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 1500 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 Framework 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.

Approximately 40% of the sites allocated are small in size reflecting the nature of the Valley and this reflects recommendations in the draft NPPF that at least 20% of the sites allocated for residential development in a local plan should be sites of half a hectare or less.

The sites listed above have been identified in the Council's SHLAA as 'deliverable in the next five years' (1-5 years) or 'developable in the medium to long term' (6-10 years and 11-15 years). Only larger sites, i.e. sites that could accommodate five or more dwellings are included. Housing delivery is monitored and updated on an annual basis and included in the Council's Five Year Housing Land Supply Reports.

Brownfield land has been utilised wherever possible (30% of the site allocated are brownfield and 10% are mixed sites) but the supply of sites without significant constraints within the urban boundary is limited. Bringing vacant dwellings back into use is not counted within the allocations in line with national guidance. Green Belt releases have been avoided wherever possible in line with the NPPF which maintains strong protections for Green Belt, however it is recognised that some releases will be required to meet the housing requirements. A review of Rossendale's Green Belt 'Rossendale Green Belt Review' (2016) has been undertaken and is included as part of the Council's evidence base documents. Allocation of sites on land identified as performing strongly in Green Belt terms has been avoided wherever possible. Some allocated sites are recognised as having issues that will require resolution before development can start; other pieces of land however may come forward more quickly than anticipated. Further information on the methodology for assessing sites is included in the Council's SHLAA.

Larger developments of 50 dwellings or more will be expected to be guided by Masterplans taking a comprehensive approach to development. This would be expected to include a design code; address key infrastructure issues and provide an indication of how development of the site will be implemented.

### **Policy HS3: Edenfield**

Within the area defined on the Policies Map at Edenfield (Housing Allocation H72) new residential development will be permitted subject to the following:

- a) Comprehensive development of the entire site is demonstrated through a masterplan;

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:

- a. Specific character areas incorporating detailing design requirements
- b. A highway hierarchy and design considerations
- c. A greenspace and landscape structure
- d. A movement framework maximising connectivity by cycle and foot
- e. Layout considerations
- f. Parking and garaging
- g. Appropriate building and hard surfacing materials
- h. Maximising energy efficiency in design
- i. Details of appropriate boundary treatments
- j. Lighting
- k. Details of the laying of services, drainage and cables
- l. Bin storage and rubbish collection
- m. Ecology and nature conservation
- n. Design and layout considerations in respect of the setting of the Grade II\* Listed Edenfield Parish Church
- o. Design and Layout considerations in respect of the existing housing within the allocation
- p. The relationship with the adjacent retained recreation ground
- q. The relationship to Market Street, in particular the Horse and Jockey
- r. Noise mitigation in respect of the adjacent A56
- s. A Health Impact Assessment
- t. Provision for a one form entry Primary School on site if Edenfield Primary School cannot be expanded to the required level

c) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:

- a. A comprehensive approach towards access to the site by all modes and the impacts on the local road network including parking management
- b. Foul drainage
- c. On site Affordable Housing

- d. Surface water drainage strategy including details of Sustainable Urban Drainage
  - e. Nature conservation and enhancement works
  - f. Provision and layout of public open space (including the provision of a Neighbourhood Equipped Area of Plan NEAP)
  - g. Provision of footpath and cycle links
  - h. Tree works and tree protection measures
- d) An agreed programme of implementation in accordance with the masterplan;
- 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.

## **Explanation**

An area comprising 15.25 ha (gross site area) has been identified as potential for providing residential development, subject to national policy in the Framework 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 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.

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.



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 production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration.

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 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.

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.

#### **Policy HS4: Loveclough**

Within the area defined on the Policies Map at Loveclough (Housing Allocation H13) new residential development will be permitted subject to the following:

- a) Comprehensive development of the entire site is demonstrated through a masterplan;
- 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:
  - a. Specific character areas incorporating detailing design requirements
  - b. A highway hierarchy and design considerations
  - c. A greenspace and landscape structure including mitigation to protect the landscape character of the area;

- d. A movement framework maximising connectivity by cycle and foot
  - e. Layout considerations including respecting the setting of and enhancing Loveclough Conservation Area
  - f. Parking and garaging
  - g. Appropriate building and hard surfacing materials
  - h. Maximising energy efficiency in design
  - i. Details of appropriate boundary treatments
  - j. Lighting
  - k. Details of the laying of services, drainage and cables
  - l. Bin storage and rubbish collection
  - m. Ecology and nature conservation
  - n. The relationship with the adjacent retained recreation ground
  - o. A Health Impact Assessment
- c) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:
- a. Foul drainage
  - b. On site Affordable Housing
  - c. Surface water drainage strategy including details of Sustainable Urban Drainage
  - d. Nature conservation and enhancement works
  - e. Provision of footpath and cycle links including improvements to the existing network of surrounding rights of ways which will connect into the site.
  - f. Tree works and tree protection measures
  - g. Measures to deal with minerals identified at the site
  - h. A contribution towards increased school provision within the area (if identified as necessary)
  - i. A contribution to creation of car parking provision within the centre of Crawshawbooth
- d) An agreed programme of implementation in accordance with the masterplan.

## Explanation

An area comprising 3.2 ha (developable area) has been identified as potential for providing residential development, subject to national policy in the Framework 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.

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.

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.

Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.

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.

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.

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.

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.

### **Policy HS5: Swinshaw Hall**

Within the area defined on the Policies Map at Swinshaw Hall (Housing Allocation H5) new residential development will be permitted subject to the following:

- a) Comprehensive development of the entire site is demonstrated through a masterplan;
- 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:
  - a. Specific character areas incorporating detailing design requirements
  - b. A highway hierarchy and design considerations
  - c. A greenspace and landscape structure including mitigation to protect the landscape character of the area;
  - d. A movement framework maximising connectivity by cycle and foot
  - e. Layout considerations
  - f. Parking and garaging
  - g. Appropriate building and hard surfacing materials
  - h. Maximising energy efficiency in design
  - i. Details of appropriate boundary treatments
  - j. Lighting
  - k. Details of the laying of services, drainage and cables
  - l. Bin storage and rubbish collection
  - m. Ecology and nature conservation
  - n. The relationship with the adjacent retained Loveclough Park
  - o. A Health Impact Assessment
  - p. Design and layout considerations to respect and protect the setting of Swinshaw Hall

- q. Archaeological investigation of the area south of Swinshaw Hall for a potential historic burial ground
  
- c) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:
  - a. Foul drainage
  - b. On site Affordable Housing
  - c. Surface water drainage strategy including details of Sustainable Urban Drainage
  - d. Nature conservation and enhancement works
  - e. Provision of footpath and cycle links
  - f. Tree works and tree protection measures
  - g. Measures to deal with minerals identified at the site
  - h. A contribution towards increased school provision within the area (if identified as necessary)
  - i. A contribution to creation of car parking provision within the centre of Crawshawbooth
  
- d) An agreed programme of implementation in accordance with the masterplan.

## **Explanation**

An area comprising 1.72 ha (developable area) has been identified as potential for providing residential development, subject to national policy in the Framework 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.

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.

Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders to ensure a Masterplan is prepared.

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.

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.

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 be taken to conserve these in agreement with the relevant authorities.

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.

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.

### **Policy HS6: Affordable Housing**

**New housing developments of 10 or more dwellings (0.35 hectares or part thereof) will be required to provide on-site affordable housing as follows:**

- a) A requirement of 30% on-site affordable housing from market housing schemes subject to site and development considerations (such as financial viability). Of the overall housing contribution, at least 10% should be available for affordable home ownership 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.
- b) 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.
- c) 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 is a requirement for:
  - Older peoples housing, especially extra care and residential care, of around 1700 units by 2034
  - Housing suitable for Disabled people

#### Social rented housing in rural communities

- d) 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.

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.

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.

#### **Explanation**

The Government is committed to boosting housing supply and delivering a wide choice of housing, including affordable housing to meet housing needs. Affordable housing comprises social rented, affordable rented and intermediate housing provided to eligible household whose needs are not met by the private housing market.

The Council's SHMA has demonstrated that there is considerable need for affordable housing in Rossendale and it states that the issue must be tackled to prevent the problem from becoming more acute. The study recommends that there is a need for at least 158 affordable dwellings to be provided in Rossendale per year in addition to market housing and potentially that there is a need for up to 321 affordable dwellings per year. There is a particular need to provide for the growing elderly population (including bungalows or single level accommodation as well as specialist care facilities) as well as those with disabilities. There is an overall shortage of Social rented housing in rural areas.

Despite the high need for affordable housing in Rossendale, the SHMA recognises that there is a need to balance the delivery of affordable housing against viability of delivery. The requirement in terms of tenure will be based on the housing need at the time of submission of the planning application. Further details will be provided in a Supplementary Planning Document.

### **Policy HS7: Housing Density**

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.

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.

### **Explanation**

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 draft NPPF



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 300 metres walk to bus stops on key corridors such as the X43 and 464 bus routes. High quality design can ensure that high density proposals are good quality schemes.

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.

### **Policy HS8: Housing Standards**

In accordance with the national regime of optional technical standards for housing, the Council will adopt the following local standards for new housing developments, in line with the National Planning Practice Guidance:

- a) Access - 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. 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
- b) Internal space – the nationally described space standards should be the minimum with more generous provision provided where possible.

The Council will expect submitted information to demonstrate how points a) and b) have been achieved.

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.

### **Explanation**

The Framework 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.

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 Planning Statement, through annotated drawings or within detailed Design and Access Statements.

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.

These housing 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.

### **Policy HS9: Private Residential Garden Development**

Within the urban boundary applications to provide additional dwellings within private residential gardens on sites not allocated for housing will be supported where:

- 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;
- 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;
- It is designed to a high standard using appropriate materials to enhance local character and distinctiveness;

- Appropriate outdoor amenity space is provided for both the existing buildings and proposed dwelling(s);
- It would not have a severe adverse impact on highway safety or the operation of the highway network;
- The vehicular access and car parking arrangements would not have an unacceptable impact on neighbours in terms of visual amenity, noise or light;
- 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
- 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.

Proposals which significantly undermine amenity and harm the distinctive character of an area will be refused.

### **Explanation**

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.

### **Policy HS10: Open Space Requirements in New Housing Developments**

Housing developments of 10 or more new dwellings (0.35 hectares or part thereof) will be required to make provision for open space and recreation facilities, where there are identified local deficiencies in the quantity, accessibility or quality and/or value of open space and recreation facilities.

Where there is an identified local deficiency in quantity and/or accessibility to open space, 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, payment of a financial contribution towards off-site provision or improvements to existing open spaces and recreation facilities will be required.

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.

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.

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.

An update to the existing accompanying Supplementary Planning Document will establish the following:

- i. The minimum local standards and how they will be applied.
- ii. Accessibility and qualitative assessments, to determine the amount of new open space provision required as part of a residential development or
- iii. Appropriate financial contributions required from new residential developments.

## **Explanation**

The Framework 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.

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. 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.

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. Development that affects these areas will be expected to contribute to the development of Suitable Alternative Natural Greenspace.

## **Policy HS11: Playing Pitch Requirements in New Housing Developments**

Housing developments of 10 or more new dwellings (0.35 hectares or part thereof) will be required to pay a financial contribution towards improvements to existing playing pitches in the Borough where there is an identified local need.

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.

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

### **Explanation**

The Council's Playing Pitch Strategy (2016) identifies a number of deficiencies in provision in Rossendale against Sport England's requirements. These deficiencies include a shortage of both football and rugby union pitch capacity at the current time and up to 2026. A significant contributor to the lack of capacity is the condition of many pitches. This means that they are unable to accommodate more than a minimal amount of use. The Playing Pitch Assessment that underpins the Playing Pitch Strategy ranks the condition of pitches as Good, Standard and Poor according to the number of games they can host per week. For grass football pitches 2 were ranked as good; 27 as standard and 20 as poor. Poor condition pitches include those at Haslingden Sports Centre and Maden Recreation Ground, Bacup. The main reason for pitches performing poorly was inadequate drainage. The Study recommends that investment in pitch quality and maintenance should be a priority.

This policy recognises that there is an existing deficiency in provision that should be addressed through a variety of funding streams. Where usage by residents of new development contributes to the inadequacy of pitches or where additional provision is needed whether for formal or informal purposes, contributions will be expected.

An accompanying Supplementary Planning Document will provide information on local standards and required financial contributions.

## **Policy HS12: Private Outdoor amenity space**

All new residential development should provide adequate private outdoor amenity space. This should be in the form of gardens unless the applicant can demonstrate why this is not achievable and proposes a suitable alternative.

In determining the appropriate size for outdoor amenity space for individual dwellings regard will be had to:

- The size and type of dwelling(s) proposed; and
- The character of the development and the garden sizes in the immediate neighbourhood.

Amenity space for individual dwellings should be useable and have an adequate level of privacy. All boundary treatments should be appropriate to the character of the area.

### **Explanation**

The Framework identifies as one of its core planning principles, that planning should “*always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.*” Access to outdoor amenity space, particularly green space, is important for quality of life, health, for biodiversity and to provide playspace for children and young people. It is therefore important that all residential development, including all new homes, residential care homes and other residential institutions provide outdoor amenity space for residents.

## **Policy HS13: House Extensions**

Permission will be granted for the extension of dwellings provided that the following criteria are satisfied:

- 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;
- b) There is no unacceptable adverse effect on the amenity of neighbouring properties through overlooking, loss of privacy or reduction of daylight;

- c) The proposal does not have an unacceptable adverse impact on highway safety; and
- 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. Increases of up to 30% (volume) are not considered disproportionate.

## **Explanation**

The Government recognises the importance of being able to extend and alter homes to meet changing lifestyles, growing families and changing physical mobility. It has extended rights for homeowners to extend and alter homes without requiring formal planning permission, either through permitted development rights or the prior notification procedure.

This policy applies where planning permission is required and seeks to allow homeowners the flexibility to alter and extend their homes whilst protecting the living standards of neighbouring properties and the character of the local area.

Further information on what is permitted in terms of house extensions in Rossendale is provided in the Council's Supplementary Planning Document on Alterations and Extensions to Residential Properties. The Government's Planning Portal also provides useful guidance for homeowners looking to extend: (<https://www.planningportal.co.uk/>).

## **Policy HS14: Replacement Dwellings**

Permission will be granted for the replacement of dwellings provided that the following criteria are satisfied:

- 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;
- b) There is no unacceptable adverse effect on the amenity of neighbouring properties through overlooking, loss of privacy or reduction of daylight; and
- c) Safe and suitable access to the site can be achieved.

And in the case of the Green Belt or countryside:

- d) The proposed replacement dwelling would not detract from the openness to a greater extent than the original dwelling; and
- e) The proposed replacement dwelling would not be materially larger than the dwelling it replaces nor involves enlarging the residential curtilage. Increases of up to 30% (volume) are not considered to be materially larger.

### **Explanation**

Where replacement dwellings are provided, these need to respect the surrounding buildings, have no unacceptable effects on the amenity of neighbouring properties and have safe and suitable access. If the property is in the Green Belt or countryside, it should also not detract from the openness of the Green Belt / countryside and should not be materially larger than the original dwelling. This is necessary to ensure that Rossendale's natural assets of the attractive landscape and natural environment which surround the settlements are protected from overdevelopment. Countryside includes areas of the Borough which are outside the urban boundaries. Green Belt boundaries are shown on the Policies Map.

### **Policy HS15: Rural Affordable Housing – Rural Exception Sites**

A limited number of dwellings exclusively to meet a local need for affordable housing may be allowed adjoining the urban boundaries providing all of the following criteria are met:

- a) There is no suitable site available within the urban boundary;
- b) The scale and nature of the development would be in character with the settlement;
- c) The development would significantly contribute to the solution of a local housing problem that cannot be solved in any other way;
- d) The occupancy of the dwellings would be limited to people with a close local connection and who are unable to afford market housing; and
- e) The development is managed by a Registered Provider, similar body or is a Starter Home.

### **Explanation**

The Government has placed the provision of housing for rural communities high up its agenda and its Planning Practice Guidance on rural housing stresses the importance of



housing supply and affordability issues in rural areas. The SHMA highlights that there remains a strong demand for housing in rural areas within Rossendale and there is an overall shortage of social rented stock. To increase the supply of affordable housing in rural areas in Rossendale, the Council may allow a limited number of dwellings exclusively to meet a local need, providing the criteria above are met.

### **Policy HS16: Conversion and Re-Use of Rural Buildings in the Countryside**

Proposals for the conversion of an existing building in the countryside will be permitted where:

- 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;
- The building is of a permanent and substantial construction, structurally sound and capable of conversion without the need for more than 30% reconstruction;
- 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;
- 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;
- The building and site has a satisfactory access to the highways network and the proposal would not have a severe impact on the local highway network;
- 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;
- The development does not require the removal of, or damage to, significant or prominent trees, hedges, watercourses, ponds or any other natural landscape features;
- The development would not have an unacceptable impact on nature conservation interests or any protected species present;
- Drainage and sewerage requirements are met to the satisfaction of the relevant agencies;
- If an agricultural building, it is not one substantially completed within ten years of the date of the application;

- The proposal would not harm the agricultural or other enterprise occupying the land or buildings in the vicinity; and
- 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.

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.

## **Explanation**

The Government has made it easier to change agricultural buildings to other uses without planning permission through the prior approval process, subject to meeting certain criteria. This policy applies when planning permission is required and it seeks to increase the supply of housing in rural areas and diversify the rural economy whilst ensuring that works do not result in a substantial rebuild of structures and ensure that conversions which involve external alterations and / or other associated development e.g. hardstanding, boundary treatment etc. are sympathetic to the character of the building and the rural setting of the building. Further information is available in the Council’s Supplementary Planning Document on Converting and Re-using Buildings in the Countryside.

## **Policy HS17: Rural Workers Dwellings**

Proposals for permanent residential accommodation, outside of the urban boundary in well-established agricultural enterprises, where it is required to enable agriculture, horticulture, forestry (or other rural based enterprise) workers to live at, or in the immediate vicinity of, their place of work will be supported where it can be demonstrated that:

- i. There is a clearly established functional need;
- ii. The functional need relates to a full time worker or one primarily employed in agriculture, forestry or rural based enterprise activities;
- iii. The unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
- iv. The functional need could not be fulfilled by another dwelling on the unit or any other existing accommodation in the area which is suitable and available;

- v. The dwelling achieves a high standard of design and its siting is well related to the existing farm buildings or its impact on the landscape could be minimised; and
- vi. The dwelling is of a size and scale commensurate with the established functional requirement of the rural enterprise. Dwellings that are unduly large in relation to the needs of the rural enterprise will not be permitted.

If a new dwelling is essential to support a new farming or forestry activity on an established unit or on a new agricultural unit, an application should be made for temporary accommodation. The application should satisfy all the following criteria:

- i. There is clear evidence of a firm intention and ability to develop the new enterprise concerned;
- ii. a functional need relating to the enterprise;
- iii. There is clear evidence that the new activity has been planned on a sound financial basis;
- iv. the functional need could not be fulfilled by another existing dwelling on the unit or any other
- v. existing accommodation in the area which is suitable for and available for occupation by the workers concerned;
- vi. the proposal would not give rise to significant environmental damage, particularly in relation to its
- vii. impact on the landscape;
- viii. satisfactory vehicular access and parking can be achieved within the site; and
- ix. satisfactory infrastructure including drainage facilities are available.

Where existing dwellings are subject to conditions restricting occupancy, applications to remove such conditions will not be permitted unless the applicant can demonstrate that there is no longer any realistic agricultural or forestry need both from the enterprise and the locality for the restriction to be maintained by meeting all the following criteria:

- i. the essential need which originally required the dwelling to be permitted no longer applies in relation to the farm unit and that the dwelling will not be required similarly in the longer term;
- ii. the property has been actively marketed in specialist and local press and estate agents at least once a month for a minimum of 12 months;
- iii. the advertised selling price is realistic given the age, size, condition and location of the property; and

- iv. following marketing that meets criteria c) ii) and iii) above, no realistic offers have been made to the vendors from people eligible to occupy the dwelling meeting the terms of the planning condition concerned.

### **Explanation**

The Framework states that new isolated homes in the countryside should be avoided unless there are special circumstances, such as the essential need for a rural worker to live permanently at or near their place of work in the countryside. This policy sets out what criteria need to be met to provide rural housing for both permanent and temporary workers. This information will need to be provided by a suitably qualified person.

### **Policy HS18: Gypsies, Travellers and Travelling Showpeople**

A Transit site accommodating a minimum of four pitches will be provided on a site at Barlow Bottoms, Facit shown on the Policies Map as Employment Mixed Use site M6.

Four additional pitches will be provided by intensification on two existing private sites (at Tong Lane, Bacup and Cobland View, Stacksteads) subject to obtaining any relevant permission for siting and infrastructure.

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:

- Access to the road network;
- Access to schools and services;
- Availability of water and infrastructure services;
- Proximity to existing development and the settled community particularly with respect to noise and light; and
- Adequacy of landscaping and boundary treatments.

### **Explanation**

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.

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.

No requirement has been identified at the present time for a site to meet the needs of travelling show people.

### **Policy HS19: Specialist Housing**

Development proposals for specialist forms of housing, including retirement accommodation, extra care accommodation and supported accommodation services, will be supported provided that:

- 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;
- The development contains appropriate external amenity space of an acceptable quantity and quality;
- Adequate provision is made for refuse storage and disposal facilities; and
- It would not have an unacceptable impact on the character of the area or the amenity of the occupiers of neighbouring properties
- 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.

The following sites are allocated on the Policies Map specifically for specialist accommodation:

- H22- Former Bacup Health Centre
- H53- Waterfoot Primary School

- **H67- Land Behind Buxton Street, Whitworth**

### **Explanation**

There is an identified need for specialist supported housing in the Borough, including a strong demand for housing for older people and there are higher than average levels of residents with mental health needs.

In relation to supported housing for older people, the SHMA indicates that the number of residents aged over 65 in Rossendale is projected to increase by 6,336 (52.9%) by 2034, in contrast to the overall growth in population of just 5,915 residents (8.6%). Given the substantial increase in the number of residents aged over 65 combined with the current insufficient supply of specialist housing for older people in the Borough, there is a need for more good quality accommodation designed specifically for the growing elderly population. It is recognised that the number of sites proposed above will not fully meet the projected expansion of the elderly population and of those with other specialist needs. The Council will therefore welcome applications that meet the requirements set out in this policy and work proactively with care providers to deliver schemes, especially where these meet the needs of those in deprived areas.

The Council will work with infrastructure providers to ensure that any issues on allocated sites are fully addressed.

### **Policy HS20: Self Build and Custom Built Houses**

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.

The following housing sites allocated under Policy HS2 are identified specifically for self-build and custom build housing:

- **H6- Land south of 1293 Burnley Road, Loveclough-5 units**
- **H61 Hareholme-9 units**

- H58 Lea Bank – 9 units

### **Explanation**

The Government is committed to increasing the supply of self build 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 July 2018 there are 13 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 is willing and would encourage house builders to provide custom build dwellings for individuals keen to participate.

## **Chapter 2: Employment Growth and Employment**

### **Strategic Policy EMP1: Provision for Employment**

The Council, together with developers and other partners, will seek to provide sufficient employment land to meet the Borough's requirement of 27 hectares for business, general industrial or storage and distribution (Use Classes B1, B2 and B8) for the period up to 2034.

#### **Explanation**

Employment levels have declined in Rossendale since 1997 with the loss of manufacturing jobs; however there are still high levels of industrial activity, including that which is generated from the Borough's heritage of shoe and textiles manufacturing and distribution.

. The Council's Employment Land Review (ELR) (2017) identifies an overall lack of good quality small to medium-sized industrial premises for industrial and manufacturing (B2 and B8), which is suppressing demand. The need for industrial premises is greatest in the west of the Borough where there is ready access to the A56 and M66.

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 for new office accommodation (B1a) in the longer term to meet the forecast growth in the service sector, and suggests that this could be located in Rawtenstall.

The wage levels of Rossendale residents who also work in the Borough are lower than the national and regional average and the Borough's supply of employment space is limited with constraints based on topography and flood risk. Out-commuting into neighbouring authorities for work remains a major issue for Rossendale, with a net loss of around 8,560 employed residents daily. There are high levels of out-commuting to Rochdale, Bury and Burnley as well as Manchester City Centre. Wage levels of residents working outside the Borough are significantly greater than those living and working within Rossendale. Providing suitable employment land within Rossendale to increase the number and quality of jobs in the Borough will assist in reversing this trend and 'claw-back' out-commuters, reducing net out-commuting rates. It is also important that the Borough cooperates with neighbouring authorities to ensure that the needs of businesses and commuting residents are being effectively met.



The Employment Land Review (ELR) considered a number of scenarios in order to identify the Borough's Objectively Assessed Need for Employment, ranging from 22 ha to 32 ha 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 requirement of 27 ha, which aligns with Housing Need (based on a labour supply of 220 dwellings per annum (dpa) and taking into account an allowance for the replacement of losses (of 26.9ha) and factoring in a flexibility margin of two years take-up of 1.99ha).

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, B2 and B8. This indicates that there is a requirement in quantitative terms to identify further land for employment to meet future needs. In addition, of the sites 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.

The Council will allocate 27 ha of employment land for business, general industrial and storage or distribution (Use Classes B1, B2 and B8) within Rossendale over the plan period (2014-2034). 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.

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 the Council is proposing to make available for employment purposes additional land, totalling 26ha of gross area.

## Policy EMP2: Employment Site Allocations

The following sites shown on the Policies Map are allocated and protected for business, general industrial or storage and distribution (Use Classes B1, B2 or B8 respectively) in the period 2019- 2034. Rossendale Council will require a masterplan or development brief on sites identified with an \*.

Table 2: Employment Site Allocations

Employment Allocation Ref.	Site name	Gross Area (ha)	Estimated Net Developable Area (ha)	Use Class	Policy
<b>New Employment</b>					
NE1	Extension to Mayfield Chicks, Ewood Bridge	2.81	2.81	B1, B2, B8	EMP2
NE2	Land North of Hud Hey, Haslingden	3.43	*2.70	B1, B2, B8	EMP2
NE3	Carrs Industrial Estate North Extension, Haslingden	5.67	*4.84	B1, B2, B8	EMP2
NE4	Extension of New Hall Hey, Rawtenstall	6.18	*5.20	B1, B2, B8	EMP7
NE5	Baxenden Chemicals Ltd, Rising Bridge	4.92	4.40	B1, B2, B8	EMP2
<b>Total New Employment</b>		<b>23.02</b>	<b>19.95</b>		
<b>Mixed-Use</b>					
M1	Waterside Mill, Bacup	0.09	0.09	A1, B1, B2, C3	EMP2
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	0.51	B1, B2, B8, C3	EMP2
M4	Futures Park, Bacup	4.59	*	A1, A3	EMP6
M5	Park Mill, Helmshore	0.86	0.40	A1, A3	EMP2
M6	Barlow Bottoms, Facit	0.92	0.92	B1,B2, B8, Transit site for Gypsies and Travellers	EMP2, HS16
<b>Total Mixed-use</b>		<b>9.14</b>	<b>3.48</b>		
<b>Existing Employment</b>					
EE1	Beech Industrial Estate	2.36	0.00	B1, B2, B8	EMP2

EE2	Henrietta Street	9.90	0.58	B1, B2, B8	EMP2
EE3	The Sidings	5.63	0.00	B1, B2, B8	EMP2
EE4	Beta Burnley Road	0.32	0.00	B1, B2, B8	EMP2
EE5	Burnley Road	0.78	0.00	B1(c), B2, B8	EMP2
EE6	Kings Cloughfold	4.72	0.00	B1, B2, B8	EMP2
EE7	Myrtle Grove	3.77	0.00	B1, B2, B8	EMP2
EE8	Turton Hollow Road	2.88	0.00	B1, B2, B8	EMP2
EE9	Springvale Works, Shawclough Road	1.01	0.00	B1, B2, B8	EMP2
EE10	Mayfield Chicks & Adjoining Ewood Bridge Mill	2.80	0.00	B1, B2, B8	EMP2
EE11	Prinny Hill Road	0.34	0.00	B1, B2, B8	EMP2
EE12	Large Site at Hud Hey	7.74	1.70	B1, B2, B8	EMP2
EE13	Land off Manchester Road (Solomons)	1.50	1.36	B1, B2, B8	EMP2
EE14	Commerce Street & Grove Mill	1.39	0.00	B1, B2, B8	EMP2
EE15	The Courtyard	0.70	0.00	B1, B2, B8	EMP2
EE16	Carrs Industrial Estate	20.56	0.00	B1, B2, B8	EMP2
EE17	Three Point Business Park	4.20	0.00	B2, B8	EMP2
EE18	Knowsley Road Industrial Estate	15.97	0.00	B2, B8	EMP2
EE19	Solomon's Site	3.14	0.80	B1, B2, B8	EMP2
EE20	Wavell House	0.48	0.00	B1, B2, B8	EMP2
EE21	Piercy Mount Industrial Estate Burnley Road East	0.64	0.00	B1, B2, B8	EMP2
EE22	Land at Robert Street	1.04	0.00	B1, B2, B8	EMP2
EE23	Rosendale Motor Sales, Bury Road	0.29	0.06	B1, B2, B8	EMP2
EE24	New Hall Hey	3.66		B1, B2, B8	EMP2
EE25	New Hall Hey Road	2.48	0.00	B1, B2, B8	EMP2
EE26	Novaks	0.52	0.00	B1, B2, B8	EMP2
EE27	Rising Bridge Business & Enterprise Village	0.56	0.00	B1, B2, B8	EMP2
EE28	Hollands Bakery & Baxenden Chemicals	5.77	0.00	B2, B8	EMP2
EE29	Freeholds Road	1.04	0.00	B1, B2, B8	EMP2

EE30	Toll Bar Business Park	0.93	0.00	B1, B2, B8	EMP2
EE31	Atherton Holme Works	3.06	0.00	B1, B2, B8	EMP2
EE32	Nun Hills	1.46	0.00	B1, B2, B8	EMP2
EE33	Acre Mill Road	1.78	0.00	B1, B2, B8	EMP2
EE34	Ormerods	2.28	0.00	B1, B2, B8	EMP2
EE35	Broad Clough	1.40	0.00	B1, B2, B8	EMP2
EE36	Bridge Mills, Plunge Road	1.33	0.00	B1, B2, B8	EMP2
EE37	Stubbins Vale Mill	3.45	0.00	B1, B2, B8	EMP2
EE38	Georgia Pacific	5.17	0.00	B1, B2, B8	EMP2
EE39	Cuba Industrial Estate	2.42	0.00	B1, B2, B8	EMP2
EE40	Riverside Business Park	6.04	0.00	B1, B2, B8	EMP2
EE41	Forest Mill	0.65	0.00	B1, B2, B8	EMP2
EE42	Waterfoot Mills	1.84	0.00	B1, B2, B8	EMP2
EE43	Warth Mill	7.08	0.18	B1, B2, B8	EMP2
EE44	Hugh Business Park	1.46	0.00	B1, B2, B8	EMP2
EE45	Bacup Coal Yard	0.41	0.00	B1, B2, B8	EMP2
EE46	Burnley Road East	0.82	0.00	B1, B2, B8	EMP2
EE47	Station Road	0.70	0.28	B1, B2, B8	EMP2
EE48	Spodden Mill	1.85	0.00	B1, B2, B8	EMP2
EE49	Bridge End Mills	1.87	0.00	B1, B2, B8	EMP2
EE50	Bridge Mill	1.23	0.00	B1, B2, B8	EMP2
EE51	Kippax Mill	1.36	0.00	B2, B8	EMP2
<b>Total Existing Employment</b>		<b>154.77</b>	<b>4.96</b>		
<b>Total Employment Allocation</b>		<b>186.93</b>	<b>28.39</b>		

\* To be determined as part of the masterplanning approach

## 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.

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.

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. The retention of existing sites helps to ensure that the needs of a wide range of employers as well as 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.

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.

Following recommendations in the ELR, several employment site allocations and sites have not been carried forward from the previous plan primarily due to poor demand or where sites are considered to be better suited for other development, including residential. This is in line with the Framework, which seeks to avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

### **Policy EMP3: Employment Site and Premises**

All existing employment premises and sites last used for employment 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 employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under the following criteria:

whether there would be an unacceptable reduction on the quantity of employment land supply;

The proposal does not result in a net loss of jobs;

the relative quality and suitability of the site for employment and an assessment of the existing provision for the proposed use and whether there is a clearly identified need;

the location of the site and its relationship to other uses;

whether the ability to accommodate smaller scale employment requirements would be compromised;

there would be a net improvement in amenity;

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

The site has an adequate access and its redevelopment would not create a traffic hazard.

Any proposals for housing use on all employment sites/premises will need to address criteria (a)-(i) above and also be subject to:

- (g) 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;;
- (h) an assessment of the viability of employment development including employment re-use and employment redevelopment; and
- (i) 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 be the requirement to consider the re-use of the existing materials within the new development.

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 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.

## **Explanation**

This policy seeks to protect Rossendale's employment sites and premises to ensure the Borough's employment space needs can be met over the plan period, this is especially important given the Borough's current shortfall of employment land. It is recognised that the market for employment land and premises is constantly changing and that some older stock may not be suitable to meet current business requirements. Nevertheless, having a range of different employment stock is important to provide a variety of premises to different types and scales of business.

Where there is a planning application for a site or building for change of use out of employment, the Council will require supporting evidence to show that the proposal meets the criteria above. Proposals for housing use on employment sites/premises need to meet additional criteria to demonstrate that there is a lack of employment demand, that the site/premises are no longer viable and consider retaining and converting any existing building if it makes a positive contribution to the local area.

Further details will be provided in an accompanying Supplementary Planning Document.

## **Policy EMP4: Development Criteria for Employment Generating Development**

Proposals for new employment generating development, including extensions to existing premises, which provides for or assist 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:

The scale, bulk and appearance of the development is compatible with the character of its surroundings;

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;

The site has an adequate access that would not create a traffic hazard or have an undue environmental impact;

The traffic generated does not have a severe adverse impact on local amenity, highway safety or the operation of the highways network; and

Appropriate provision is made for on-site servicing and space for waiting goods vehicles.

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;

On the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

Open storage areas should be designed to minimise visual intrusion; and

The proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas.

### **Explanation**

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 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.

### **Policy EMP5: Employment Development in non-allocated employment areas**

New small scale employment development (Use Classes B1, B2, B8, and A2 (A2 limited to under 100m<sup>2</sup> 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 scale, character, noise, nuisance, disturbance, environment and car parking.

### **Explanation**

There are high levels of demand in Rossendale for employment space from small businesses. Ensuring that there is a supply of flexible space suited to the needs of SMEs will be important to help them grow. This policy seeks to support the growth of new small scale employment development where there is no detriment to the amenity of the area.



## **Policy EMP6: Futures Park**

Within the area defined on the Policies Map at Futures Park (M4) new high quality development will be permitted subject to the following:

- Comprehensive development of the site is demonstrated through a masterplan;
- Environmental constraints are reflected in the design
- A phasing and infrastructure delivery schedule for the area; and
- An agreed programme of implementation in accordance with the masterplan.

The following uses are considered to be acceptable:

- Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution);
- Hotel (Use Class C1), Restaurants and cafes (Use Class A3) and drinking establishments (Use Class A4);
- Leisure uses (Use Class D2);
- Retail (Use Class A1);
- Pedestrian and cycle route – “Valley of Stone” Greenway and link to Lee Quarry

### **Explanation**

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 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.

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.

A number of the uses listed in the policy are main town centre uses as defined in the Framework. Development proposals for main town centre uses will be subject to the impact tests set out in the Framework and this Local Plan.

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.

### **Policy EMP7: New Hall Hey**

Within the area defined on the Policies Map at New Hall Hey (NE4) new high quality development will be permitted subject to the following:

Comprehensive development of the site is demonstrated through a masterplan;

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:

A greenspace and landscape structure reflecting both its status as a “gateway” to the Borough and ecological value

A movement framework supported by a Transport Assessment and Travel Plan

Existing overhead and underground infrastructure

Layout considerations

Parking and garaging

Appropriate building and hardsurfacing materials

Measures to mitigate and enhance the impact on the setting of the listed Hardman’s Mill

Maximising energy efficiency in design

Details of appropriate boundary treatments

Lighting

Details of the laying of services, drainage and cables

Bin storage and rubbish collection

Ecology and nature conservation

The relationship with the adjacent Irwell Sculpture Trail

The relationship with the River Irwell

A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:

Highway hierarchy

Bridge over the River Irwell

Foul and surface water drainage including flood risk mitigation

Surface water drainage strategy including details of Sustainable Urban Drainage

Nature conservation and enhancement works

Provision of footpath and cycle links

Tree works and tree protection measures

An agreed programme of implementation in accordance with the masterplan.

The following uses are considered to be acceptable:

Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution).

## **Explanation**

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.

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.

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.

Area B is a flat open field, with the East Lancashire Railway passing along the eastern edge. A United Utilities substation and pylon 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.

The development of this site will require a well-designed scheme that responds to the sites 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.

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 sites 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.

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 along with the requirement for a bridge over the River to access Area B.

Development proposals will be subject to a Scoping Study, a Transport Assessment and Travel Plan. This must be agreed with Lancashire County Council and the 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.

## **Chapter 3: Retail**

### **Strategic Policy R1: Retail and Other Town Centre Uses**

Retail development, together with other 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):

Town Centre	: Rawtenstall
District Centres	: Bacup, Haslingden
Local Centres	: Crawshawbooth, Waterfoot, Whitworth
Neighbourhood Parade	: Stacksteads, Helmshore, Edenfield and Facit

Development proposals will be expected to maintain or strengthen the retail offer and vitality and viability of town, district, local and neighbourhood parades.

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.

The existing markets at Bacup, Haslingden and Rawtenstall will be retained. Consideration will only be given to relocation where:

this forms part of a wider regeneration initiative and  
it positively reinforces the role of the market

Where retail, leisure and office development is proposed outside of the defined centre boundaries, an impact assessment will be required where the floorspace exceeds:

Rawtenstall Town Centre	: 400 sq.m
Bacup and Haslingden District Centres	: 300 sq.m
Crawshawbooth, Waterfoot, Whitworth Local Centres	: 200 sq.m

Proposals that require planning permission which would result in the loss of A1 uses in the PSA of the town, district and local centres will only be supported where:

It would make a positive contribution to the vitality and viability of the relevant centre;

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;

It is compatible with a retail area and would maintain an active frontage and be immediately accessible to the public from the street; and

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.

## **Explanation**

Government policy in the Framework recognises that town centres are the heart of communities and requires local planning authorities to define a network and hierarchy of centres to support their vitality and viability.

The Council commissioned WYG Planning to undertake a Town Centre, Retail, Leisure and Tourism Study (town centre and retail study) (2017) to assess retail, leisure and tourism needs and capacity in Rossendale up to 2034, this study is in line with Government policy and has informed retail policies and definition of centres within this Local Plan.

The town centre and retail study recommends that Rossendale's retail hierarchy remains broadly the same as in the Core Strategy, with major proposals directed to the town centre of Rawtenstall followed by the district centres of Bacup and Haslingden. Local centres Waterfoot and Whitworth remain important for local shopping trips and Crawshawbooth has been elevated from a neighbourhood parade to a local centre to better reflect its scale and offer. Stacksteads, Helmshore and Edenfield continue to remain as neighbourhood parades which although they are not 'centres' in the way that town, district and local centres are, should still be afforded some protection due to their local role and function. Facit has also been listed as a neighbourhood parade as recommended in the study.

Government policy in the Framework requires retail proposals to be directed to Primary Shopping Areas (PSAs) within centres. Minor changes are proposed to some of the PSA

and centre boundaries as recommended in the town centre and retail study and these are discussed in the retail policies below.

Rossendale has three markets including Rawtenstall, Haslingden and Bacup. These markets provide an important function and they will be retained and enhanced where appropriate in line with the Framework.

The town centre and retail study has examined the need for convenience goods and comparison goods within each of Rossendale's centres to evidence existing retail provision and to inform decisions on future planning applications. Convenience goods relate to everyday essential items such as food and comparison goods include retail items not bought on a frequent basis such as televisions and white goods. Overall, the study found that there is adequate provision of convenience goods within Rossendale, although there may be an argument to improve Bacup's convenience goods offer over the longer-term to improve local consumer choice and competition. In terms of comparison shopping, the study recommends that existing and planned future floorspace at the "out of centre" New Hall Hey Retail Park in Rawtenstall is capable of meeting projected needs and any future provision above and beyond this should be provided within Rawtenstall town centre in the first instance.

Government policy in the Framework 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, restaurants, leisure and potentially community space (please refer to Policy R2 on Rawtenstall Town Centre Extension).

Rawtenstall's town centre boundary and PSA boundaries have been extended slightly to reflect recommendations in the town centre and retail study. Changes to Rawtenstall town centre boundary include expanding the town centre boundaries to encompass the Asda foodstore off St. Mary's Way, the Tesco foodstore off Bocholt Way and East Lancashire Railway Station. Both foodstores represent 'main town centre' uses which are accessible from Rawtenstall and East Lancashire Railway Station represents important supporting transport infrastructure and is the gateway in to Rawtenstall for many tourists. Changes to the PSA boundary include an extension north from Bank Street to include Rawtenstall market and the immediately surrounding retail uses; this is because the market represents an important retail anchor and key destination.

When assessing planning applications for retail, leisure and office development over a certain size outside town, district and local centres, the Framework requires an impact assessment to be undertaken. The impact test determines whether there would be likely significant adverse impacts of locating main town centre development outside of existing town centres. The thresholds are lower than those advocated in the Framework to address Rossendale's specific retail needs, the thresholds reflect recommendations in the Council's town centre and retail study and are considered appropriate to ensure that the viability and vitality of each centre is protected.

The loss of A1 uses<sup>1</sup> in all town, district and local centres will be resisted unless the criteria in this policy are met.

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 a Supplementary Planning Document.

## **Policy R2: Rawtenstall Town Centre Extension**

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:

Comprehensive development of the site is demonstrated through a masterplan;  
The implementation of development in accordance with an agreed design code; and  
An agreed programme of implementation in accordance with the masterplan.

The following mixes of uses are considered to be appropriate:

Retail (Use Class A1);  
Hotel (Use Class C1);  
Restaurants and cafes (Use Class A3);  
Drinking establishments (Use Class A4);  
Leisure uses (Use Class D2);  
Employment uses comprising B1 (Business)

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<sup>1</sup> as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) include 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.



Residential units above ground floor level.

## **Explanation**

The redevelopment of the former Valley Centre as part of the 'Rawtenstall Town Centre' town centre 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'. 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. Future planning applications for implementing this scheme will be guided by a masterplan and design code.

## **Policy R3: Development and Change of Use in District and Local Centres**

The boundaries of the District and Local Centres are defined on the Policies Map. The following criteria apply for change of use and development in District and Local Centres:

- a) Planning permission will be granted for A1, A2, A3, and A4 uses which support the role and function of District and Local Centres.
- b) A5 uses (hot food takeaways) 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.
- c) Planning permission will be not be granted for non-retail uses (including the loss of A1 use) 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 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.

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.

## Explanation

This policy seeks to protect A1, A2, A3 and A4 uses<sup>2</sup> including shops, financial and professional services, restaurants and cafes and drinking establishments in Rossendale's district and local centres. These uses are protected to enable the centres to continue to meet local needs, to remain competitive and be resilient to future economic changes. A5 uses (hot food takeaways) 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.

Minor changes have been made to the boundary changes of Rossendale's district and local centres and PSAs following recommendations in the Council's town centre and retail study. In Bacup for example there has been an extension to the district centre boundary to encompass the Morrisons foodstore on Lee Street and an extension to the PSA to include the retail units on King Street, Rochdale Road and Irwell Street as well as the centre's new B&M Bargains store and public car park. In Haslingden there has been a reduction in the northern fringe of the district centre boundary to remove residential properties and a modest extension to the south and west to include retail units and the PSA has been extended to include the Nisa Extra foodstore to the east of Deardengate and shops on Pleasant Street and Hindle Street. The local centres of Crawshawbooth, Waterfoot and Whitworth have only one defined centre boundary and there has been limited change from the Core Strategy with the exception of Crawshawbooth being redefined as a local centre.

### **Policy R4: Existing Local shops**

Development proposing the change of use or loss of any premises or land currently or last used as a local shop (Use Class A1) outside of the defined town centre; district or local centre boundaries will be permitted where it can be demonstrated that:

- a) The use is not financially viable; and
- b) There is sufficient provision in the local area

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<sup>2</sup> as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended)

## **Explanation**

It is recognised that local shops outside of town, district or local centres 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.

## **Policy R5: Hot Food Takeaways**

The development of hot food takeaways will be supported provided the following criteria are met and subject to other policies of this plan:

the development is located within a town or district centre and it would not adversely impact the vitality and viability of the area;

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;

where the proposed development is located within 400m of a primary school and/or secondary school that lies outside of designated town and district shopping centres, takeaway opening hours are restricted at lunchtimes and school closing times;

development for A5 use would not adversely contribute to obesity in wards where more than 22% of Reception class age pupils are classified by Public Health England as obese;

healthy eating options are promoted as part of the menu where a new shopfront is proposed it is of a high quality design that is in scale and keeping with the area;

provision is made for the control and management of litter both on site and on the public highway;

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;

The development would not give rise to unacceptable adverse impacts on local amenity, privacy or highway safety.

## **Explanation**

The Council seeks to manage the development of hot food takeaways to avoid an over-concentration and to manage potential issues such as noise, litter and smell. There are also health considerations associated with having high numbers of hot food takeaways as poor diet is linked to obesity, especially in children, and takeaways can be one of the contributors to unhealthy eating patterns. Rossendale saw a 27% increase in Hot Food Takeaways between 2012-2016 and has a density of such uses that is significantly above the national average.

The Council's town centre and retail study identifies an over concentration of hot food takeaways in several areas of the Borough including for example, the south-eastern periphery of Haslingden (Manchester Road area) and Victoria Parade in Waterfoot. The Study states that this creates a lack of activity for much of the day-time and undermines the areas' vitality.

To help ensure that Rossendale's centres retain a diverse mix of uses and are competitive, the Council will seek to limit the development of hot food takeaways to within town or district centres or restrict them to a certain size if they are located outside the PSA.

This policy also seeks to manage potential issues such as noise, litter and smell through the criteria above.

Interim guidance on shopfront shutters is provided in the Council's Supplementary Planning Document on Shopfront Design (2012). A Supplementary Planning Document will be also be produced to provide additional guidance on Hot Food Takeaways updating the Interim Policy Statement dating from 2011.

## **Policy R6: Shopfronts**

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 of the building and the wider area.

Proposals for new shopfronts and commercial frontages and the improvement of existing frontages should reflect the character of the area. All proposals will be assessed against the policies set out in the "Shopfront design" Supplementary Planning Document including any subsequent updates.

## **Explanation**

Shopfronts play an important role in Rossendale's economic life and are a highly visible part of the Borough's physical fabric. Traditional shopping streets such as Bank Street in Rossendale, Deardengate in Haslingden and St James Street in Bacup combine local businesses and historic building types in an attractive market town setting.

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 principles of good design and recommendations on issues such as the detailing of fascia, signage and security measures.

## **Chapter 4: Environment**

### **Strategic Policy ENV1: High Quality Development in the Borough**

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:

Siting, layout, massing, scale, design, materials, lighting, building to plot ratio and landscaping.

Safeguarding and enhancing the built and historic environment.

Being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.

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.

Ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

Ensuring no unacceptable harm to Heritage assets and their setting.

Link in with surrounding movement patterns, encourage permeability and reflect the principles of “Manual for Streets”

Not prejudice the development of neighbouring land, including the creation of landlocked sites.

Demonstration of how the new development will connect to the wider area via public transport, walking and cycling.

Minimising opportunity for crime and malicious threats, and maximising natural surveillance and personal and public safety.

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.

Including public art in appropriate circumstances.

There is no adverse impact to the natural environment, biodiversity and green infrastructure unless suitable mitigation measures are proposed.

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.

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 appropriateness of the development in the context of the area and consideration of innovative design.

Where appropriate applications shall be accompanied by an independent Design Stage Review or use methodologies such as “Building by Design”

Making provision for the needs of special groups in the community such as the elderly and those with disabilities

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,

Designs that will be adaptable to climate change, incorporate energy efficiency principles and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and

Ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

## **Explanation**

Good design is a key aspect of sustainable development and in making places better for people. This includes consideration of both buildings and open spaces and the relationship between the two; a balance between the need for neighbourliness and the scope for design freedom.

Developments need to function well and add to the overall quality of the area. They should optimise the potential of the site to accommodate development and respond to Rossendale’s local character, history and topography. In Rossendale the relationship of town and countryside, hill and valley, stone and other materials are particularly important. The topography of the Borough also means that the visual impact of a development can be greater when looked down from higher ground or from the valley below compared to being viewed from its immediate situation. The use of local materials, particularly stone and slate, is important in reinforcing local distinctiveness. “Anywhere” standardised design solutions will be discouraged. At the same time as encouraging local distinctiveness, innovation in design will not be discouraged where this contributes to a high quality development. Good architecture and appropriate landscaping play key roles in ensuring that Rossendale is visually attractive and in creating safe and accessible environments. Developments also need to maximise energy efficiency and be adaptable to climate change. The need to

minimise flood risk is a key consideration and design should look at reducing heat loss and heat island effects through use of materials, orientation and landscaping. Higher densities in developments need not lead to sites appearing cramped and high quality design solutions delivering more houses on urban sites will be encouraged. Equally, the creation of high quality and adaptable internal spaces is as important to users as external appearance. Wherever possible internal layouts should meet the requirements of all members of the population and be adaptable. The Council welcomes pro-active engagement on all elements of design.

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.

## **Strategic Policy ENV2: Heritage Assets**

The Council will support proposals which conserve or, where appropriate, enhance the historic environment of Rossendale.

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:

The historic town centres of Bacup, Haslingden and Rawtenstall;

Pre-industrial farmhouses and weavers cottages;

The legacy of mill buildings and their associated infrastructure including engine houses, chimneys and mill lodges and the relationship to nearby terraced workers housing;

The fine examples of Victorian Mill Owners Mansions;

The infrastructure associated with the Boroughs mining and quarrying heritage;

The nineteenth Century Institutional buildings including its libraries, institutes, schools and former public baths;



The range, wealth and quality of its places of worship;

The network of historic open spaces, parks, gardens, and cemeteries;

Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in 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).

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 to the character of the local area.

Where the proposal affects (non-designated) archaeological sites of less than national importance it should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through the preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development, the findings of which should be deposited with the Historic Environment Record.

Proposals within or affecting the setting of a conservation area will only be permitted where it preserves or enhances the character and appearance of the area including those elements which have been identified within the conservation area appraisal as making a positive contribution to the significance of that area.

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 including demonstrating how the proposal

has taken into account the elements that contribute to its significance including where relevant its architectural and historic interest, character and appearance.

As well as fulfilling its statutory obligations, the Council will:

- Seek to identify, protect and enhance local heritage assets;
- Promote heritage-led regeneration including in relation to development opportunities;
- Produce conservation area appraisals and management plans;
- Develop a positive strategy to safeguard the future of any heritage assets that are considered to be “at risk”;
- Adopt a proactive approach to utilising development opportunities to increase the promotion and interpretation of the Borough’s rich archaeological wealth; and
- Develop a positive heritage strategy for the Borough.

## **Explanation**

Rossendale’s historic built environment includes; Listed Buildings, Conservation Areas, Registered Parks and Gardens, Scheduled Ancient Monuments, archaeological sites, historic landscapes and locally identified buildings, sites and structures. Many buildings and structures in the Borough pre-date the industrial revolution, are constructed from locally quarried stone and contribute to Rossendale’s local character and distinctiveness. These heritage assets are an irreplaceable resource and it is essential to protect and enhance them.

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 nine conservation areas, shown on the Policies Map, including:

- Bacup Town Centre,
- Rawtenstall Town Centre,
- Lovecloughfold,
- Goodshawfold,
- Cloughfold,
- Fallbarn,
- Whitworth Square,
- Irwell Vale and
- Chatterton Strongstry.

The Council is intending designating additional conservation areas, shown on the Policies Map, in:

Haslingden,  
Crawshawbooth,  
Helmshore and  
Newchurch

and extending the conservation area in Chatterton Strongstry.

Listed Parks and Gardens, such as Whitworth Cemetery, are afforded the same treatment as Conservation Areas.

Accordingly, all new development affecting Rossendale's heritage assets or their setting needs to be based on a thorough understanding of the context, significance and local distinctiveness of the site and its surroundings and should be of a high quality in terms of its urban, landscape and architectural design and use of materials. Development needs to be in accordance with the Framework and relevant Historic England guidance; the Council's Conservation Area Appraisals and should be accompanied by a heritage statement.

All development needs to sustain, conserve and where appropriate enhance the heritage asset and its setting and show consideration to the criteria in this policy.

Development will only be granted for the demolition or removal of heritage assets in exceptional circumstances and needs to be clearly justified with comprehensive evidence.

The Council are developing a local list of non-designated heritage assets which include buildings, monuments, sites, places, areas or landscapes of significance. These heritage assets don't meet national standards for designation but make a significant contribution to Rossendale's landscape and merit consideration in planning decisions. The identification of heritage assets on the list plays an important role in ensuring the proper validation and recording of Rossendale's local heritage assets and in protecting the Borough's individual character and distinctiveness. Assets on the list have been carefully selected in accordance with guidance on Local Heritage Listing from Historic England<sup>3</sup> and will be kept under review.

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<sup>3</sup> 'Local Heritage Listing- Historic England Advice Note 7' Historic England, May 2016

Development proposals which result in the total or partial loss of a locally listed heritage asset would need to be fully justified with comprehensive evidence.

### **Policy ENV3: Landscape Character and Quality**

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.

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.

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, external appearance and landscaping will be supported.

In order to protect and enhance the character and quality of the landscape, development proposals should:

Respond positively to the visual inter-relationship between the settlements and the surrounding hillsides and follow the contours of the site;

Not have an unacceptable impact on skylines and roofscapes;

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;

Retain existing watercourses, trees and green infrastructure features that make a positive contribution to the character of the area;

Incorporate native screen planting as a buffer to soften the edge of the building line in valley side locations;

Take into account views into and from the site and surrounding area; retaining and, where possible, enhancing key views; and

Retain and restore dry stone walls, vaccary stone flag walls and other boundary treatments which are particularly characteristic of Rossendale.

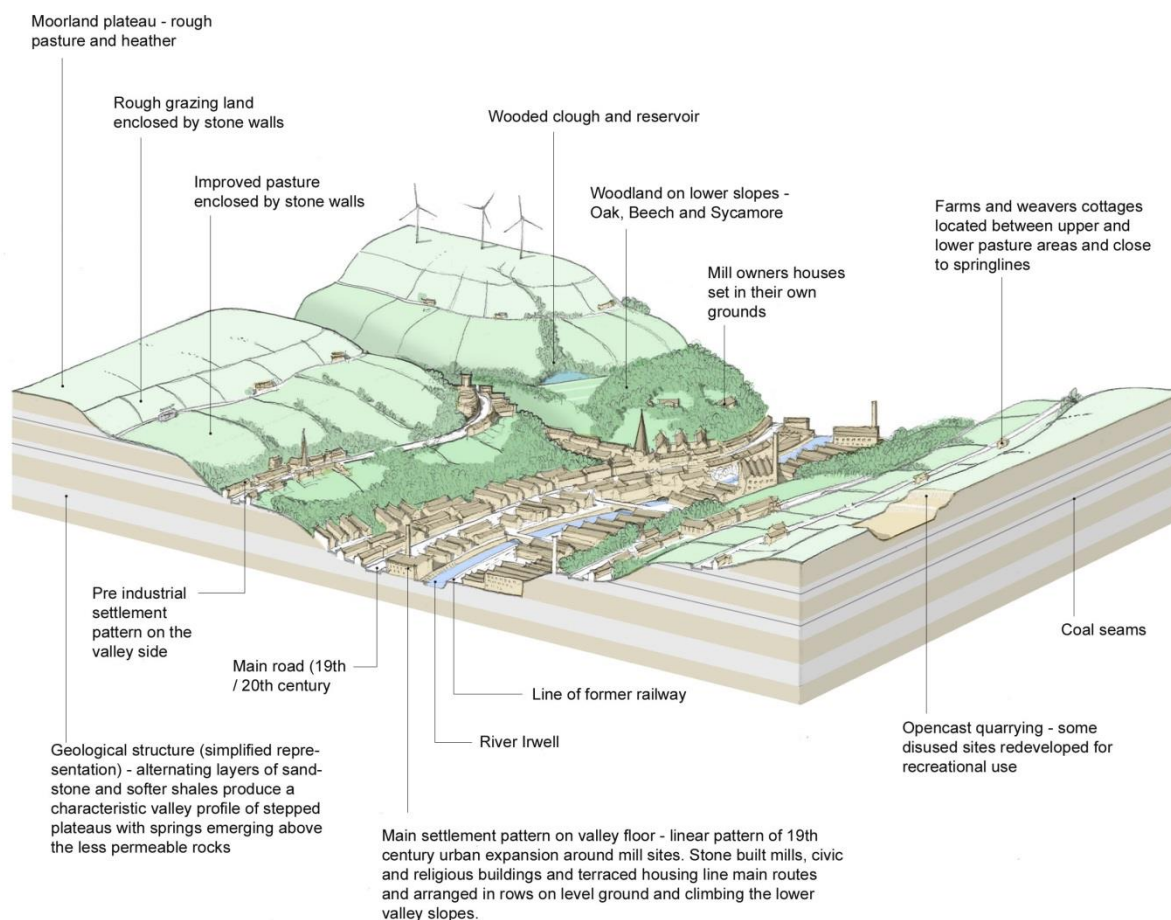
Development proposals should incorporate a high quality of landscape design, implementation and management as an integral part of the new development. Landscaping schemes should provide an appropriate landscape setting for the development and respect the character and distinctiveness of the local landscape.

## **Explanation**

Development needs to conserve and enhance Rossendale's dramatic and attractive natural environment and its built environment. The Borough's landscape is significant in terms of its local identity, cultural value, tourism and general contribution to quality of life and it is essential that it is protected.

Rossendale is defined by a series of interlocking valleys dissecting wide expanses of open moorland, which has determined how the district has grown and developed over the years. A series of closely linked small towns line the valley floors, the largest being Rawtenstall and Bacup. Expansive long distance views are available from the uplands. Rossendale forms part of the broader South Pennine Character Area defined by Natural England. The evidence of farming, quarrying, mining and industry can clearly be seen within the steep sided valleys and moorland plateaux. A typical current cross-section through the Borough is shown in Figure 1.

Figure 1: Typical current cross-section through Rossendale



The Council has commissioned various consultants to better understand Rossendale's valuable landscape and to investigate the potential effects of development. The Council together with neighbouring local authorities commissioned Julie Martin Associates to undertake a study<sup>4</sup> to investigate the potential effects of wind energy development on the character and quality of the landscapes of Rossendale and the wider South Pennines area. More recently, the Council commissioned Penny Bennett Architects to develop this approach into a broader application to all development. This Study recommends that development should not generally take place within enclosed upland or moorland fringe landscape character types, identifies the importance of green infrastructure such as native screen planting and the need for development to retain key views to important landmarks.

To ensure Rossendale's landscape is protected for future generations, new development should demonstrate it is based on and responds to a thorough understanding of the landscape character and quality of the immediate and wider context and take steps to

<sup>4</sup> South Pennines Wind Energy Landscape Study for Rossendale, Burnley, Calderdale, Kirklees and Barnsley Councils, Julie Martin Associates and LUC (October 2014)

conserve and enhance the natural and built environment. All development should be in scale and in keeping with the landscape character in which it is set and be appropriate to its surroundings. To protect and enhance the character and quality of the landscape, development should be in accordance with the criteria and incorporate high quality landscape design. This should be demonstrated in the Design and Access Statement and any other supporting documentation, as appropriate.

#### **Policy ENV4: Biodiversity, Geodiversity and Ecological Networks**

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.

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 where this cannot be achieved, compensated for with a net gain for biodiversity demonstrated.

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. A Supplementary Planning Document (SPD) will be produced setting out more fully the elements within and the role of Ecological Networks.

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.

Where appropriate, development should incorporate habitat features of value to wildlife especially priority species, within the development (including within building design). 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 also present within the Borough. The Appropriate Assessment should identify measures necessary to avoid, minimise or mitigate against harm.

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.

The Council will work with other authorities and partner organisations in the South Pennines to develop a Visitor Management Plan for the South Pennine Special Protection Area (SPA).

## **Explanation**

Rossendale contains a diverse range of national, county level and locally designated sites which need to be protected and enhanced. These sites are incorporated on the Policies Map and include:

### National sites

Sites of Special Scientific Interest (SSSI) at Lower Red Lees Pasture, Lee Quarry (geodiversity), Hodge Clough and West Pennine Moors

### County level sites

Biological Heritage Sites (BHS)

Local Geodiversity Sites (LGS)-, e.g, The Glen

### Local sites

Healey Dell Local Nature Reserve (LNR)

Important Wildlife Sites (IWS's)



In addition to the various national, county level and locally designated sites, Rossendale's ecological network comprises areas between sites that although not designated, also need to be protected to allow plants and animals to move between sites. The Lancashire Ecological Network maps identify networks of woodland, grassland and wetland and heath within Rossendale, including wildlife corridors and stepping stones, which need to be afforded protection and enhancement. These maps are available to view on the Council's website. These areas includes 'Core Areas' which are wildlife sites of at least county importance, 'stepping stones' and 'wildlife corridors'. As well as Core Areas, Stepping stone habitats will be particularly protected; these are identified as sites of local ecological importance and areas of priority habitat within or adjacent to corridors. Some development may be acceptable in wildlife corridor sites where the corridor is maintained, however any unavoidable adverse effects should be minimised and mitigated against and where this cannot be achieved, compensated with habitat enhancement elsewhere.

The Council's Environmental Network Study identifies a wider network which includes the Ecological Network as well as rivers, linear recreational routes and open areas of wider green infrastructure value (Greenlands) which need to be afforded protection. The study also emphasises the importance of cross-border linkages and the value of the network for flood risk management and leisure. Where there are elements of limited value within a larger area, it may be possible to release part of a site whilst retaining and enhancing elements of most environmental value and/or contribute to the enhancement of another part of the network in line with Policy ENV5. Rossendale's ecological network map as identified in the study is included in Appendix 2. Further details on Rossendale's ecological network will be set out in a Supplementary Planning Document.

Rossendale has a number of Priority Habitats identified by Natural England such as blanket bog, deciduous woodland, lowland meadow and good quality semi-improved grassland. These support Priority Species such as Curlew, Lapwing and Brown Hare. The Council will work with applicants as well as more broadly with partners to seek improvements to the management of these areas and facilitate progress to meeting national targets.

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 Special Protection Area (SPA)/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 SPA/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 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.

### **Policy ENV5: Green Infrastructure networks**

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:

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

The proposals would not have an unacceptable impact on amenity, surface water run-off, nature conservation or the integrity of the green infrastructure network.

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.

### **Explanation**

Green Infrastructure is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. In Rossendale it includes Ecological Networks, “Greenlands”, linear corridors such as cycle routes and waterways (“blue infrastructure”), which were identified in the Environmental Network Study (TEP 2017). It is a key component in the areas “environmental capital” and has an important role in providing habitats and migratory routes for many plants

and animals, as well as reducing flood risk through initiatives such as Natural Flood Management. Green infrastructure, including landscaping and Sustainable drainage measures help the Borough mitigate and adapt to climate change. It also has significant social benefits, contributing to increased health and well-being, especially in more deprived areas. Opportunities will be taken working with partners to enhance the network wherever possible. The work of multi-agency initiatives such as the Irwell Catchment Partnership will be supported.

Development should protect, manage, enhance and connect Rossendale's green infrastructure network. This includes protecting Rossendale's Public Right of Way network, which is one of the densest networks in the country, but also one which is generally in a poor state of repair.

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. 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.

### **Policy ENV6: Environmental Protection**

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 water quality will only be permitted if the risk of pollution is effectively prevented or reduced and mitigated to an acceptable level by:

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;

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;

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;

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

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 affected by the air quality within that AQMA. Provision of electric charging points will be expected on all new housing developments unless exceptional circumstances can be demonstrated.

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.

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.

## **Explanation**

New development should be appropriate for its location and should not result in soil, air, water, noise pollution or land instability which has unacceptable impacts on health, amenity and biodiversity.

Where development has the potential to result in pollution because of its scale or nature, it will only be permitted where the risk of pollution is effectively prevented, reduced or mitigated to an acceptable level by complying with the criteria in this policy. Evidence should be submitted to the satisfaction of the Council to support the proposed use on the site and

demonstrate no unacceptable risks of pollution within the site or the surrounding area. Adverse impacts on health and quality of life arising from noise should be mitigated and reduced. Development should not adversely impact on surface and ground water. Lighting should minimise spillage through good design, especially in rural areas. Proposals which have the potential to have a significant adverse impact on air quality, particularly within or adjacent to an Air Quality Management Area, need to demonstrate how the effects will be prevented or mitigated. Air Quality Management Areas are declared where research indicates that levels of substances such as NoX or particulates exceed government guidelines.

Where new development is proposed for sensitive uses close to existing sources of noise, odour or light, proposals will need to demonstrate that the proposal is compatible with surrounding uses and ensure that acceptable standards of amenity are provided for the occupiers of the development.

Proposals need to be supported by clear, evidence based research and reflect adherence to national and international standards and the Government's national ambitions on reduced emissions to support climate change targets.

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.

### **Policy ENV7: Wind Turbines**

Community led proposals for wind turbines in all parts of the Borough will be supported provided they meet the technical requirements set out below.

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 "*Enclosed Uplands Wind Turbine Area of Search*" shown on the Policies Map. New larger turbines or re-powering of existing ones may be considered on the "*High Moorland Plateau Wind Turbine Area of Search*" 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.

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All areas of the Borough are considered to be potentially suitable for single turbines of up to 25m in height.

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

The impacts identified by the local community have been taken into account and fully addressed;

The scale, height and siting of the turbine(s) and all supporting information is appropriate to the area taking into account:

The vertical height and horizontal expanse of the topography;

The degree of openness of the landscape;

The scale of adjacent landscape features, buildings and walls;

The proximity to designated and non-designated built heritage assets;

The proximity to distinctive landforms, such as a ridgeline, knoll or rock outcrop, which makes a key contribution to local landscape character;

The presence of existing settlement or field patterns; and

The opportunities to screen or reduce the visual impact of the development;

It would not result in the loss of, or significantly detract from, key views of scenic landmarks or landscape features;

The design, colour, layout and arrangement of turbines are appropriate to their setting;

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;

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;

Shadow and Reflective Flicker impacts on buildings and Public Rights of Way are fully assessed with a precautionary approach taken to mitigation;

The scheme would not result in unacceptable noise impacts, including amplitude modulation, on residential properties and other sensitive users;

The impact on geology, including former mine workings, peat and hydrogeology is fully appraised and issues identified addressed including restoration plans as appropriate;

No development is proposed on areas of peat of over 40cm depth;

Impacts on designated species and ecological assets are avoided or minimised;

The proposal does not cause unacceptable harm to any heritage assets and their setting;

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;

The scale, siting and design of any ancillary structures and access tracks are appropriate to the character of the area and the landscape setting;

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;

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;

Issues with respect to the following are appropriately addressed to the satisfaction of the Local Planning Authority: Shadow and reflective flicker

TV and phone reception

Air traffic radar reception; and

A de-commissioning scheme is included.

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.

## **Explanation**

The Framework and national guidance on renewable energy<sup>5</sup> highlights the importance of increasing the amount of energy from renewable technologies to help make sure the UK has a secure energy supply, reduces greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses. Applicants for renewable energy development are not expected to demonstrate an overall need for renewable energy.

In recent years Rossendale has accommodated a considerable amount of wind energy development reflecting the high wind resource in the area. This has contributed significantly to meeting renewable energy targets.

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<sup>5</sup> Renewable and low carbon energy, Department for Communities and Local Government, Planning Practice Guidance, 18 June 2015

In parts of the Borough there has been cumulative visual impact, including with adjacent schemes outside Rossendale. Different heights and designs of turbine can have discordant visual effects. Other impacts include that of noise, shadow flicker and effects on hydrology.

The Areas shown on the Policies Map reflect recommendations included in the *South Pennines Wind Energy Landscape Study* by Julie Martin Associates (2014). They also take into account wind resource and the location of deep peat.

All areas of the Borough are considered to be potentially suitable for single turbines of up to 25m in height, in particular where this supports farm diversification. Single, and exceptionally, small groups of Turbines of up to 59m may be suitable in the “*Enclosed Uplands*” landscape area shown on the Policies Map. Larger turbines may be considered on the “*High Moorland Plateau*” Area of Search within or adjacent to the existing Scout Moor Wind Farm. Development on deep peat (over 40cm depth) or blanket bog within the Area of Search should be avoided. Any development in this Area of Search should take into account of, and complement proposals by Moors for the Future for the improvement of the habitat of Scout Moor. New turbines along the Heald Moor ridge are not considered acceptable.

Proposals for wind farms and individual turbines need to address the criteria set out in this policy to ensure the development is acceptable. It is particularly important that in line with the Written Ministerial Statement of 2015 that the planning impacts identified by the affected local community are fully addressed and the proposal therefore has their backing.

The Council’s Wind energy in the Landscape study<sup>6</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

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<sup>6</sup> South Pennines Wind Energy Landscape Study by Julie Martin Associates (2014)



Appendix 3 and Appendix 4 of the Council's wind energy study and in national guidance on renewable energy.

While landscape is generally the greatest impact of new development there are a wide range of other factors that need consideration. Noise impact can change according to the weather conditions and should be modelled according to the latest good practice guidance including the effects of amplitude modulation.

Ecological impacts, including on peat, can be significant unless the siting of the turbines is given careful consideration. The legacy of previous mining and quarrying means that hydrological issues need to be given careful consideration to avoid effects on public and private water supplies. Natural England considers areas of deep peat (over 40cm in depth) as particularly important and siting of turbines and supporting infrastructure on these areas should be avoided. Some areas are also valuable for nesting birds.

The legacy of previous mining and quarrying means that hydrological issues need to be given careful consideration to avoid effects on public and private water supplies.

Overall, proposals will need to demonstrate no unacceptable impacts and that any potential harm is being mitigated and minimised. New wind turbines proposed outside Areas of Search or above the indicated size thresholds will be resisted unless it can be demonstrated that all issues have been fully addressed.

The Council sets out what evidence is required to support new development in its Validation Policy This list is not exclusive however and there may be other locally specific items.

### **Policy ENV8: Other forms of Energy generation**

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. Proposals for decentralised energy generation and distribution will be given positive consideration subject to their wider environmental impacts.

Consideration of energy generation through extraction of carbon based resources (coal, gas, etc) is the responsibility of Lancashire County Council as Minerals and Waste Authority.

## Explanation

The increasing efficiency of solar panels and lower costs of production mean that this is an increasingly attractive form of energy generation including in Rossendale. Many forms of solar panels on buildings are permitted development but larger arrays or those that are ground mounted require permission. Issues that will be considered in the appraisal of any development include:

Orientation;

Landscape and visual impact, including cumulatively;

Glint and glare, especially on any neighbouring uses and road users;

Design of panels, including colour and shape;

Impacts on the setting of listed buildings, conservation areas, registered parks and other heritage assets;

Impacts on existing agriculture, where relevant;

Landscaping proposals; and

Impacts of supporting infrastructure including access roads and cabling.

Hydro-electric schemes have not yet proved to be viable in Rossendale. However, if a scheme was brought forward the impact on fish, managing flood risk and improving water quality would be the key considerations. The Environment Agency operates separate licencing regimes on hydro-electric schemes and developers should liaise separately with them on these matters.

Biomass Energy systems have already been implemented in the Borough and further such schemes would be supported. The main considerations would be air quality from emissions and delivery and storage of fuel.

District Heating Schemes will be encouraged and supported subject to consideration of emissions/noise from the main power plant.

Consideration of Hydraulic fracturing for gas (fracking) is a matter for the Mineral and Waste Planning Authority, in this case Lancashire County Council. As a consultee, Rossendale Borough Council would take into account the wider environmental impacts, latest Mineral and Waste Local Plan policies and associated SPD's on this topic when making its response.

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 be considered by the Minerals and Waste Planning Authority. The Mineral Safeguarding Areas identified in Minerals and Waste Local Plan are also shown on the Policies Map for this Plan.

### **Policy ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality**

All Development proposals including on allocated sites 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 the Flood Plain. Assessment should be informed by consideration of the most up to date information on Flood Risk available from the Environment Agency, the Strategic Flood Risk Assessment (SFRA) and from the Lead Local Flood Risk Authority. 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. Site specific mitigation measures should be clearly identified.

All development proposals will be required to manage surface water as part of the development 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.

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 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 SuDS will only be permitted where it

is demonstrated that SuDS are impractical or there are other exceptional circumstances. All SUDS schemes should incorporate clear implementation, management and maintenance arrangements.

Proposals for minor development in areas at risk of flooding should also incorporate SuDS into the design of the scheme unless there is clear evidence that it would be inappropriate. Drainage proposals for minor schemes should at least demonstrate that SuDS solutions have been considered.

Development proposals which discharge surface water runoff to foul drainage connections or combined sewers will only be permitted if it has been demonstrated that:

Separate surface water drainage is not available and cannot be practicably provided;  
Sufficient capacity exists in the foul or combined sewer; and  
The proposal would not exacerbate the risk of flooding or result in deterioration in water quality. Use of septic tanks will only be permitted where connection to the foul sewer network is not feasible.

## **Explanation**

Rossendale has large areas of flood risk. There are high surface water runoff rates coming off the hillsides especially after sustained periods of heavy rain. The rivers Irwell and Spodden respond quickly to any changes in flow, producing fluvial (river) flooding. Flood risk is a very serious issue for the Borough and the cumulative impacts of development can be significant. The impacts of climate change and more intense rainfall events also needs to be taken into account when considering new development. High surface water runoff also contributes to temporary poor water quality.

The Framework sets strict tests to protect people and property from flooding. Where these tests are not met, national policy is clear that new development should not be allowed. The Council applies a sequential approach to site selection so that development is, as far as reasonably possible, located where the risk of flooding is lowest. If following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding; the Exception Test can be applied if appropriate.

The Council commissioned JBA Consulting to undertake a Level 1 and Level 2 Strategic Flood Risk Assessment (2016) for Rossendale<sup>7</sup>. This study looked at a large number of potential development sites in the Borough and made recommendations in relation to their potential flood risk. The Council has taken the recommendations into account when considering individual site assessments for the Local Plan.

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.

Proposals for major development will be expected to incorporate Sustainable Drainage Systems (SuDS); this must be included within the early stages of the site design and involve consultation with relevant partners. Proposals for minor development should also consider the incorporation of SuDS. SuDS can include a variety of natural surface water management and could include innovative approaches such as green roofs and grey water management.

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. 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.

### **Policy ENV10: Trees and Hedgerows**

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

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

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<sup>7</sup> Rossendale Hybrid Level 1 and Level 2 Strategic Flood Risk Assessment, JBA Consulting, November 2016

lie within a development site, they should wherever possible be incorporated effectively within the landscape elements of the scheme

Development proposals should:

not result in the loss of trees or woodland which are subject to a Tree Preservation Order or which are considered worthy of protection;

not give rise to a threat to the continued well-being of retained trees, woodlands or hedgerows;

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;

make a positive contribution to Green Infrastructure where it is within or adjacent to identified Green Infrastructure networks; and

make a positive contribution to biodiversity.

To ensure that the benefits of the proposed development outweigh the harm resulting from the loss of trees, woodlands or hedgerows, compensatory planting 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.

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.

## **Explanation**

Rosendale generally has a low level of tree coverage and the retention and protection of trees, woodland and hedgerow is critical in terms of biodiversity and also to protect the Borough's individual landscape and character. Trees and hedges also have an important role in management of climate change including urban cooling effects. Core woodland areas exist at Whitworth, Buckshaw Brow, Edenfield and the Ogden Reservoir Valley and these areas are connected by "stepping stone" habitats as identified on the Lancashire Ecological Network Maps.

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 species 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.

Care should be taken in the design of development, including supporting infrastructure such as roads, to ensure that not only trees and hedges but also their associated root systems are given full protection.

Particular care should be made to retain trees within a Conservation Area and trees protected by tree preservation orders unless sound arboricultural reasons are given for their removal.

## **Chapter 5: Leisure and Tourism**

### **Strategic Policy LT1: Protection of Playing Pitches, Existing Open Space, Sport and Recreation Facilities**

Playing Pitches, Existing Open Space, Sport and Recreational Facilities are shown on the Policies Map.

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:

A replacement of the same type, of an equal or greater quantity and quality is provided in an appropriate location; or

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

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

In the case of school playing fields or built 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

### **Explanation**

Playing pitches, sports facilities and recreational open space are valued by many residents of the Borough and play an important role in the health and well-being of the community. This is increasingly important given the rise in obesity levels.

The Council commissioned a Playing Pitch Strategy for the Borough (2016) which identified a deficit of football pitches and rugby pitches and recommended that all existing pitches



should be retained, including those not currently in use. Development on such pitches will only be permitted if replacement of equal or higher quality is provided elsewhere in the Borough.

Because of the topography, substrate and rainfall in the Borough, many pitches are poorly drained. The Council will seek contributions to playing pitch enhancement from new housing development (Policy HS8).

Built Sports facilities in the Borough are focussed on the Marl Pits complex at Rawtenstall, Haslingden Sports Centre and Whitworth Swimming Pool. There are also publically accessible facilities at Fearn and Whitworth High Schools. The Council will seek to support, retain and improve these facilities wherever possible

School Playing pitches perform an important role in supporting the fitness of pupils and encouraging a healthy lifestyle. They can also be of wider benefit if the facility is managed for public access and reduce the pressure on public pitches. Any loss of School Playing Fields has to be authorised by the Secretary of State for Education.

Pitches for other sports such as Cricket, Bowls and Tennis will also be protected where this will not lead to a deficit in provision and, where possible, improved.

There is a variety of other land that is in recreational use as set out in the Council's Open Space Strategy. This includes Children's Play Areas, Multi Use Games Areas and Parks, which often include Bowling Greens and Tennis Courts. Allotments also perform an important recreational role. All of these sites will be protected from development and, where possible, should be enhanced.

The loss of small areas of land in the curtilage of a sporting or recreational site will be considered where the scheme would enhance the overall recreational value of the site or, alternatively, improved provision would be made within walking distance of the site.

## **Policy LT2: Community Facilities**

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:

- a) The facility no longer serves the local needs of the community in which it is located; and
- b) Adequate alternative provision has been made, or is already available, in the settlement or local area; and
- c) The use is no longer financially viable; and
- d) The facility is in an isolated location remote from public transport routes; or
- e) There is an amenity or environmental reason why the facility is no longer acceptable.

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.

## **Explanation**

Facilities that serve local communities throughout Rossendale have an important social function and enhance the quality of life for residents as well as visitors. The provision and retention of community facilities is considered to be integral for ensuring that communities are sustainable in the long term. The Council will therefore support appropriate proposals which seek to enhance the range of community facilities especially in areas where these are currently limited such as in parts of the east of the Borough.

It is recognised that the demand for a community facility may alter over time as the nature and needs of a local community change. The Council will however safeguard community facilities against unnecessary loss, particularly where this would reduce the community's ability to meet its day to day needs locally, unless it is demonstrated that the facility which would be lost is no longer required or suitable or that an appropriate replacement facility would be provided. The Council as part of any planning application will expect this to be fully justified and it may be necessary to undertake a marketing exercise to demonstrate this.

Proposals for the partial change of use or the diversification of the range of uses at a community facility can help sustain these facilities and may be supported where they would enable the retention of the community facility.

All planning applications to redevelop such facilities will need to be accompanied by a detailed statement justifying why the facility should be lost and assessing the implications

that the loss will have on the community. The requirements for this will be set out in the Council's validation policy.

Some developments, especially for larger scale proposals and on masterplanned sites, will stimulate the need for additional community facilities within an area. Where this is proposed it should include details of how ongoing maintenance will be addressed.

### **Policy LT3: Tourism**

Tourism throughout the Borough will be promoted in the following ways:

#### Supporting the "Adrenaline Valley"

The development, extension and upgrading of footpaths, cycleways and bridleways (specifically the Rossendale Way, Irwell Sculpture Trail and Mary Towneley Loop, and more generally the Public Rights of Way network), supported by appropriate signage, interpretation and public art

Support for the clustering of tourism related activities

Events promotion

Taking a positive approach to development of complementary accommodation and hospitality facilities.

Proposals for the enhancement of existing facilities and activities, as well as the development of new facilities and activities will be considered favourably. This will also include supporting infrastructure, such as enhanced access through car parking, bike racks, public realm and public transport improvements. The use of existing buildings will be encouraged.

New development outside the urban boundary will be considered acceptable where it is essential for the proposed facility, and no sites within the urban boundary are suitable, and there are no unacceptable impacts affecting:

Landscape character

Visual quality (including light pollution)

Neighbour amenity

Highways

Nature conservation assets

## Explanation

Rossendale is located within the South Pennines, an area shaped by its past textile industry, with its mills and traditional dense terraced housing along the valley bottoms with peat moorland above, which has been used for farming, quarrying, mining, reservoirs and more recently wind turbines. Throughout the Borough are several museums, and Rawtenstall hosts the northern terminus of the East Lancashire Railway, a heritage line, which is hoped in time to support a commuter link to Greater Manchester, operating alongside the heritage line.

The tourism sector has an important role to play in Rossendale's future prosperity. As reported in the 2017 Rossendale Town Centre, Retail, Leisure and Tourism Study, STEAM data from 2015 noted that Rossendale attracted 2% of all tourists visiting Lancashire, providing a total economic impact of £53m, which had grown by 3% from the previous year.

Branded as the Adrenaline Valley, support will be given to further enhancing the established extreme and outdoor sports facilities on offer within the Borough including Water Ski Academy and motor sports at Cowm Reservoir, skiing and snowboarding at Ski Rossendale, and mountain bike tracks at Lee and Cragg Quarries. The Pennine Bridleway allows for hill walking, cycling and horse riding. As well as providing outstanding recreational opportunities for local people, these assets can be maximised for employment and income generating opportunities, given the Borough's proximity to the conurbation of Greater Manchester and West Yorkshire.

New facilities will also be encouraged at appropriate locations where the necessary infrastructure to support the development can be provided. For example new leisure facilities are being proposed at Futures Park to support Lee Quarry.

### **Policy LT4: Overnight Visitor Accommodation**

The Council will take a positive approach to new high quality visitor accommodation. This includes hotels, bed and breakfast establishments, self-catering facilities, bed and tack, camping barns, sites used for camping, caravanning and camper vans. Proposals will be supported particularly where use is made of existing buildings.

Proposals will be supported at locations both within and outside the urban boundary where:

They are appropriate to the locality;  
They are complementary to existing tourism facilities;  
There is suitable access by a variety of modes;  
The capacity of the existing infrastructure is adequate;  
There are no adverse impacts on visual amenity, landscape or nature conservation and  
The development will not reduce the amount of land for the purposes of open space and recreation.

All ancillary facilities should be designed (in terms of style and materials) to take into account their functions and blend into their settings, with appropriate landscaping and boundary treatments.

Ancillary facilities such as cycle storage or horse paddocks will be encouraged in locations such as along bridleways or the cycle network.

Any large scale hotel proposals (40 bedrooms or over) should be located in or adjacent the centres of Rawtenstall, Haslingden or Bacup. Outside these centres, large scale hotel proposals will only be supported where they form part of a wider regeneration scheme, can demonstrate a wider community benefit and access to the site can be provided by a variety of modes.

## **Explanation**

A key finding of the 2017 Town Centre, Retail, Leisure and Tourism Study is that whilst the tourist economy in Rossendale is improving (£53 million in 2015), the Borough is lacking in overnight accommodation, with 'staying visitors' accounting for just 22% of the total 'visitor days' recorded in the Valley in 2015 (compared to 31% at the county level). As the tourism offer improves in the Borough it is expected that the number of overnight stays will increase. STEAM data from 2015 noted that Rossendale only has 268 visitor 'beds' distributed throughout the Borough, with no modern hotel space available. Accordingly this Report recommended that the Council should prioritise overnight accommodation and look to promote delivery of a modern 'budget' hotel to serve the Rossendale area.

As well as encouraging a hotel for the Borough other overnight accommodation will be supported, including the provision of bed and tack along the bridleways, and camping and caravan sites. Accommodation is expected to be small scale and where appropriate could re-use existing buildings.

## **Policy LT5: Equestrian Development**

Proposals for new, or extensions or alterations to existing, private or commercial equestrian facilities will be supported subject to the following criteria:

In the case of indoor facilities or commercial stables, priority is given to the re-use and conversion of existing buildings or the proposal forms part of a farm diversification scheme;

The siting, design and materials would not have an unacceptable impact on visual amenity or the character of the area. They should be well related to existing trees, hedges or landscape features, avoiding prominent positions, and generally at least 30 metres away from neighbouring residential properties;

A small private development will involve no more than three horses. For development proposals involving more than three horses, the applicant should submit a statement with the planning application detailing why accommodation of the size proposed is required;

Traditional designs will generally be the most appropriate, clad externally in timber and with an internal timber frame, with a maximum ridge height of 3.5 metres for stables. Tack rooms and hay stores should be part of the same building, and each should be of a similar size to an individual stable;

Any new or extended stables and associated infrastructure (including ménages, hard-standing, fencing and riding-arena) is of a scale that is proportionate to the activity proposed; Hard-standing areas, access tracks and sand paddocks should be of the minimum size necessary and should not encroach on the open countryside;

The design of storage or parking of horse boxes on site, and fencing is appropriate to the local vernacular and not suburban in appearance;

Sand paddocks/ménages will utilise existing ground levels unless absolutely necessary and should not appear built out of the ground and thus alien to the natural contours of the land;

Floodlighting will be resisted particularly in the open countryside or close to residential properties. Where floodlighting is proposed, it should be designed to minimise light spillage from the lit area and ensure that protected species will not be adversely affected;

The site has adequate vehicle access and the proposal would not have an unacceptable impact on the local highway network and highway safety. The movement of horses or vehicles resulting from the siting of stables should not create danger to horses and riders, or to other road users. Stables are best sited to have safe and convenient access to the bridleway network or minor roads, although existing bridleways should not become over-intensively used as a result of the development;

The proposal meets appropriate national standards for horse welfare and management such as those established by the British Horse Society and should include details of effective land management to avoid over-grazing and run-off;;

There should be proper screening for car and horse-box parking and appropriate arrangements for the storage and disposal of manure which would not have an unacceptable impact on surface or ground-water or residential amenity; and

Provision is made for removing any equipment and re-instating the land once its use for horses is no longer required or where the stables and associated development have been unused for a period of at least six months within 10 years of their completion.

## **Explanation**

Equestrian development is an accepted use in rural areas which can contribute towards the provision of recreation opportunities and diversify the rural economy. Whilst it is acknowledged that equestrian development often requires a rural location, poorly designed and located equestrian facilities can have an adverse impact on amenity, the highways network and the character and landscape of rural areas.

When assessing proposals for indoor facilities or commercial stables, preference will be given to locating such uses within existing buildings. To minimise the visual impact of proposals, the design, siting and scale of any new or extended stables and associated infrastructure will be expected to be appropriate to its context and should not have an adverse impact on the visual amenity of its surroundings. Proposals will normally also need to be located an adequate distance from neighbouring residential properties to reduce any impact on amenity.

Further consideration should be given to the implications of the proposals on the surrounding highway network. In particular, the siting of equestrian facilities should not create a danger to horses, riders or other road users. Stables and associated infrastructure should be sited with safe and convenient access to the local highway network and, where possible, direct connections to the local bridleway network.

Proposals for equestrian development will also be expected to demonstrate that they would provide an adequate standard of welfare for the horses. This will include ensuring that buildings are designed to meet the functional needs of horses and demonstrating that there is sufficient land.

## **Policy LT6: Farm Diversification**

Proposals for farm diversification which require planning permission will be permitted on existing farm holdings provided that:

They would make a positive contribution to the continued viability of the farm holding;

They would retain or enhance the character of traditional farm buildings;

Where possible, the proposal re-uses existing buildings of substantial and permanent construction which are structurally sound and capable of conversion without major alterations or the development is well-related to existing buildings if no suitable buildings are available for re-use;

The agricultural diversification is subservient to the main agricultural use of the farm;

Wherever possible, they add value to produce of the farm or produced locally, or contribute to the tourism economy;

The scale and nature of the diversification proposals are appropriate for the location and would not have an unacceptable impact on residential amenity, landscape character, the enjoyment of the countryside or the purposes of the Green Belt;

They do not require new dwellings within the rural area to support the enterprise;

They do not create extensive areas of hardstanding; and

The volume and type of traffic that would be generated is appropriate to the accessibility of the site and the standard of the local highway network.

### **Explanation**

In order to ensure that agricultural businesses are sustainable and competitive, well-conceived proposals relating to the diversification of farm businesses will be supported where it can help ensure the long-term viability of existing farm businesses and provide rural employment opportunities.

A wide range of types of development may be appropriate for diversification including farm shops, leisure and recreation uses, tourism related development, sporting activities and equestrian uses. A careful balance is however required to ensure that the scale and character of farm diversification proposals do not conflict with wider countryside objectives, introduce new amenity concerns or have a negative impact on the natural environment or the highways network. Existing buildings of substantial and permanent construction should



be re-used, where possible, to provide any accommodation needed in association with alternative uses, provided that the character of traditional farm buildings can be retained or enhanced

## **Chapter 6: Transport**

### **Strategic Policy TR1: Strategic Transport**

Opportunities to enhance the Borough's external and internal connectivity will be actively supported. Proposals which reduce the need to travel will also be encouraged. Working closely with partners inside and outside the Borough, focus will be on the following:

Improving links to Greater Manchester and the M60/M62 and enhancements to the A56;  
Developing the potential of the East Lancashire Railway for both transport and tourism purposes;

Developing the strategic cycle network (Valley of Stone Greenway/National Cycle Route 6) including links between the different routes and to neighbouring authorities;

Addressing congestion hotspots identified in the Highway Capacity Study, especially the gyratory in Rawtenstall;

Promoting sustainable transport solutions to address congestion and air pollution;

Addressing known road safety issues;

Integrating transport more effectively into proposals to improve the public realm where there are opportunities to do so, for example, the area outside Bacup Library and pedestrian links between Rawtenstall Railway Station and town centre; and

Ensuring that development that generates significant movement is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

A site for "Park and Ride" facilities will be protected at Ewood Bridge and is shown on the Policies map.

### **Explanation**

The Council will explore opportunities to enhance the Borough's external and internal connectivity. Rossendale has high levels of out-commuting to neighbouring authorities for work, with levels being particularly high to Rochdale, Bury and Burnley. Peak hour congestion on the M66 is an increasing problem not only for car drivers but also for bus passengers and for movement of goods. The Council will continue to work with partners inside and outside the Borough to improve links to Greater Manchester and the M60/M62. The development of the "Expressway" concept to the A56 corridor will also be supported as

part of a broader approach to creating an enhanced “Central Pennine route” as identified by Transport for the North.

Traffic congestion in Rossendale is most pronounced around the gyratory in Rawtenstall but is also evident from Crawshawbooth into Rawtenstall, Haslingden Tesco roundabout, in Waterfoot and Stacksteads. The Council will continue to work with Lancashire County Council and the Highways Agency to identify funding and implement solutions for key junctions identified in the Highways Capacity Study. It will also support the Highway Authorities to ensure the effective management of the A56/M66 corridor and the main road network within the Borough.

The Council supports the use of sustainable transport solutions with overall low impact on the environment including public transport, walking and cycling, low emission vehicles and car sharing. In relation to rail travel, opportunities will continue to be explored to develop the potential of the East Lancashire Railway. The railway will continue to be safeguarded as a commuter and heritage railway operation, together with the protection of “Park and Ride” facilities at Ewood Bridge, subject to further studies being undertaken. Rossendale’s strategic cycle network will continue to be developed including improving links between the different routes and to neighbouring authorities, more information on this is provided in the Footpaths, Cycleways and Bridleways Policy below. The Council recognises that bus services play an important role in moving people within Rossendale and to nearby areas. A new bus station is currently being built in Rawtenstall as part of the Spinning Point development and the Council will explore other opportunities to improve bus services.

The Council will seek to ensure that appropriate transport solutions are integrated into developments and towns where there are opportunities to do so in order to facilitate safe and easy access for all. Opportunities to reduce casualties, especially among vulnerable users, will be pursued wherever possible.

Planning policies in this Local Plan seek to balance the location of land uses within Rossendale so that journey lengths can be minimised for employment, shopping, leisure, education and other activities. The Council will also seek to ensure that new development that generates significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

## **Policy TR2: Footpaths, Cycleways and Bridleways**

The Council will support the development and enhancement of a strategic Public Rights of Way network including enhancements to surfacing, signage and feeder routes. Key routes are shown on the Policies Map and include:

The “Valley of Stone Greenway” (Rawtenstall to Rochdale)

National Cycle Route 6 (Bury-Accrington)

Rawtenstall to Clowbridge Reservoir

Pennine Bridleway (Mary Townley Loop)

Irwell Sculpture Trail/ Rossendale Way.

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:

Are integrated with existing routes to facilitate access on foot, by bicycle and by horse;  
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;

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.

Do not harm residential amenities;

Do not harm nature conservation interests;

Take into account the needs of agriculture;

Are located and designed to minimise the risk of crime;

Have regard to the needs of people with impaired mobility; and

Have regard to other users of the route and vehicular traffic.

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;

Where developments are directly related to the Public Rights of Way network contributions may be sought for their enhancement.

### **Explanation**

The Borough's public footpaths and cycleways are a valued recreational resource which form an essential component of Rossendale's Green Infrastructure network resource and play an important role in linking the settlements to the nearby countryside. They also perform an important role in improving physical and emotional health. Although Rossendale has the densest public rights of way network in Lancashire, much of the network is in a poor condition and there is an identified need to develop, extend, upgrade and improve access to the network.

The strategic Public Rights of Way network is particularly important in Rossendale. It is an essential asset within the Borough's tourism offer and a valued resource for local communities. Proposals which support the development and enhancement of this strategic network will therefore be encouraged and supported. The Pennine Bridleway forms part of a national trail for horse riders and other users. National Cycle Route 6 is part of a national route but suffers from a number of gaps and sections are in poor condition. The "Valley of Stone Greenway" forms a strategic cycling corridor and will integrate with the proposed leisure facilities and linking to the established "Adrenaline Valley" mountain biking facility at Lee Quarry.

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 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.

### **Policy TR3: Road Schemes and Development Access**

Permission will not be granted for any development on land which:

- 1) Is required to allow road access to a site allocated on the Policies Map for development;  
or
- 2) will prejudice the construction of identified road schemes.

## **Explanation**

The Council work with Lancashire County Council, the Highways Agency and other Partners to support the development of identified road schemes and ensure appropriate access is provided for new development and sites allocated in the Local Plan. As such, permission will not be granted for any development on land which is required to allow road access to a site allocated on the Policies map for development i.e. which could form a ransom strip or on land that would prejudice the construction of identified road schemes.

## **Policy TR4: Parking**

All proposals for new development will be required to meet the parking standards set out within Appendix 1 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.

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:

Be conveniently located in relation to the development it serves;

Be safe, secure and benefit from natural surveillance;

Be designed to ensure that the use of the parking provision would not prejudice the safe and effective operation of the highway network;

Not dominate the street scene or detract from the character of the area;

Incorporate secure, covered cycle parking in line with the Parking Standards set out in the Local Plan unless otherwise agreed;

Incorporate charging points for electric vehicles where the Council considers it appropriate to do so; and

Where appropriate, incorporate adequate soft landscaping and permeable surfaces to avoid the over-dominance of parking and to limit surface water run-off.

Proposals to redevelop existing garage colonies will only be supported where:

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

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.

## **Explanation**

The availability of parking can have a significant effect on people's choice of travel mode. Restricting levels of parking in new development in locations where alternative travel choices are available can help reduce car usage and promote the use of other more sustainable forms of transport. Given the existing and projected levels of traffic congestion in key locations in the Borough it is important that parking standards promote sustainable modes but also address local parking issues. Nevertheless, the provision of inadequate car parking can exacerbate existing parking problems and can result in excessive levels of on-street parking which adversely affects local amenity and the efficiency and safety of the highways network, particularly in areas where there are limited public transport services.

Parking standards that apply to all new development, including changes of use, are set out in Appendix 1. These standards, with the exception of those which relate to cycles, mobility impaired and motorcycles, are expressed as maximum standards. 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.

The design and layout of car parking provision needs to be carefully considered to ensure that it is safe, easy to use, does not detract from the street scene and is well integrated into the overall development and/or the surrounding area. The provision of appropriate landscaping can minimise the visual impact of parked vehicles and also reduce surface water run-off. All car parking areas should however be open to natural surveillance and any landscaping should avoid compromising personal safety or facilitating car crime. Incorporating charging points for electric vehicles in new parking areas can encourage the uptake of electric vehicles and help achieve a number of associated environmental benefits, including reduced contributions to climate change and improvements to air quality.

Within the Borough there are a number of garage colonies that provide valuable off-road parking for nearby residential properties. The redevelopment of these areas will however be supported where it is demonstrated that the facilities are underused, have reached the end of their operational usefulness and that the redevelopment of the site would not have an unacceptable impact on the on-street parking, the street scene or highway safety.

Provision for retail centre parking will be supported where this is part of a balanced strategy to enhance access for shoppers. In particular, the Council will encourage the provision of dedicated off-street provision in the centre of Crawshawbooth. A site for this is shown on the Policies Map.



## **Monitoring**

The following targets will be used to facilitate monitoring of the implementation of Plan policies:

### **Housing**

How much housing (net) has been completed in the last 5 years?

How many houses have been completed in the last financial year?

How many houses (gross) in the last financial year were built on previously developed land?

How much affordable housing (gross) was completed in the last year?

How much housing completed in the last year was self-build/custom build?

### **Employment**

How much new employment floorspace (B1, B2 and B8) was completed over the last financial year?

How much employment land floorspace was lost to other uses over the last financial year?

### **Retail and Leisure**

How much A1 retail floorspace was completed in the last financial year?

How much retail floorspace was completed in Town and Local Centres in the last financial year?

How much leisure floorspace was completed in the last financial year?

### **Environmental**

How many km of cycle route have been constructed or enhanced over the last financial year?

How many ha of land of environmental value have been enhanced in the last financial year?

## **Appendix 1: Parking Standards**

### General guidance

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.

Provision for electric car charging points should be made within new development (see Policy ENV.7 regarding residential) including employment, retail and leisure provision to the satisfaction of the Highways Authority.

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 Transport Assessment” (2007). The Council will consider reductions in parking levels on sites which demonstrate good accessibility by other modes.

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.

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.

### Detailed Issues

*Cycling and motorcycles* – 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.

Cycle Parking should be based on **1 space per 10 car spaces**

Motorcycle provision should be based on **1 space per 25 car spaces**

**A minimum of 1 space should be provided for developments with less than 10 spaces**

*Mobility impaired* – Provision should be made on the basis of **1 per 10 car spaces** unless the developer can prove to the need for less. Where this is the case the lowest level of provision acceptable would be the relevant figure from latest DfT guidance. **A minimum of 1 mobility impaired space should be provided for smaller developments**

“Parent and child” spaces should form a proportion of the overall mobility impaired standard at retail and leisure uses.

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.

*Residential-* 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.

Provision should be made in Family housing for secure provision for at least 2 cycles.

*Mixed use* – 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.

*Large open areas (e.g. Bulky goods warehouses)* – parking levels should be reduced by 50% for large open areas.

*Town centre uses* - 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.

*Uses not specified* – 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.

*Design* – 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.

*Coaches and Taxis* – 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.

*Operational parking* – requirements for operational parking and servicing should be set out separately in the Transport Assessment

<b>Land Use</b>	<b>Standard</b>	<b>Accessibility reduction</b>
<b>A1 Retail</b>		
Food	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>A2 Financial/Professional</b>		
	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>
<b>A3 Restaurants</b>		
	1:5m <sup>2</sup>	1:5-1:7.5m <sup>2</sup>
<b>A4 Drinking Premises</b>		
	1:5m	1:5-1:7.5m <sup>2</sup>
<b>A5 Hot Food Takeaways</b>		
	1:8m <sup>2</sup>	1:8.5-1:12m <sup>2</sup>
<b>B1 Offices/Light Industry</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
<b>D1 Non residential institutions</b>		
Medical and Health centres per consulting room	1 per 2 staff plus 4 via Travel Plan	
Crèches/Nursery/Day Centres plus drop-off zone	1 per member of staff via Travel Plan	
Higher and Further Education 10 students	1 per 2 staff plus 1 per via Travel Plan	
Primary and Secondary Schools	2 per classroom	via Travel Plan
Sixth Forms	1 per 2 staff plus 1 per	

	10 students	via Travel Plan
Training and Conference Centres	1:35m <sup>2</sup>	1:37-1:54m <sup>2</sup>
Art Galleries, Museums, Libraries	1:30m <sup>2</sup>	1:31-1:48m <sup>2</sup>
Public Halls/Places of Worship	1:10m <sup>2</sup>	1:10.5-1:15m <sup>2</sup>

## **D2 Assembly and Leisure**

Cinemas and Concert Halls	1 per 5 seats	1:5-1:8 seats
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 on Transport Assessment	via Travel Plan

## **Miscellaneous**

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 pump counting as a parking space	n/a

## Accessibility Questionnaire

### Site Description:

### Application Reference:

Access Type	Criteria	Criteria	Score	Sub-score
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<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 main entrance to building	<400m	3	
		<1km	2	
		>1km	0	

**(only relevant if commuter rail link opens)**

<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	

### Villages and Rural

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)	30 minutes or less	3
	30-59 minutes	2
	Hourly or less frequent	1

**(if within 15 minutes drive)**

Drive to nearest station 15 minutes or less	10 minutes or less	2
	1	

**Other**                      Travel reduction                      Facilities on site or Opportunities                      within 100 metres that reduce the need to travel:

* food shop/café	1
* newsagent	1
* crèche	1
* other	1

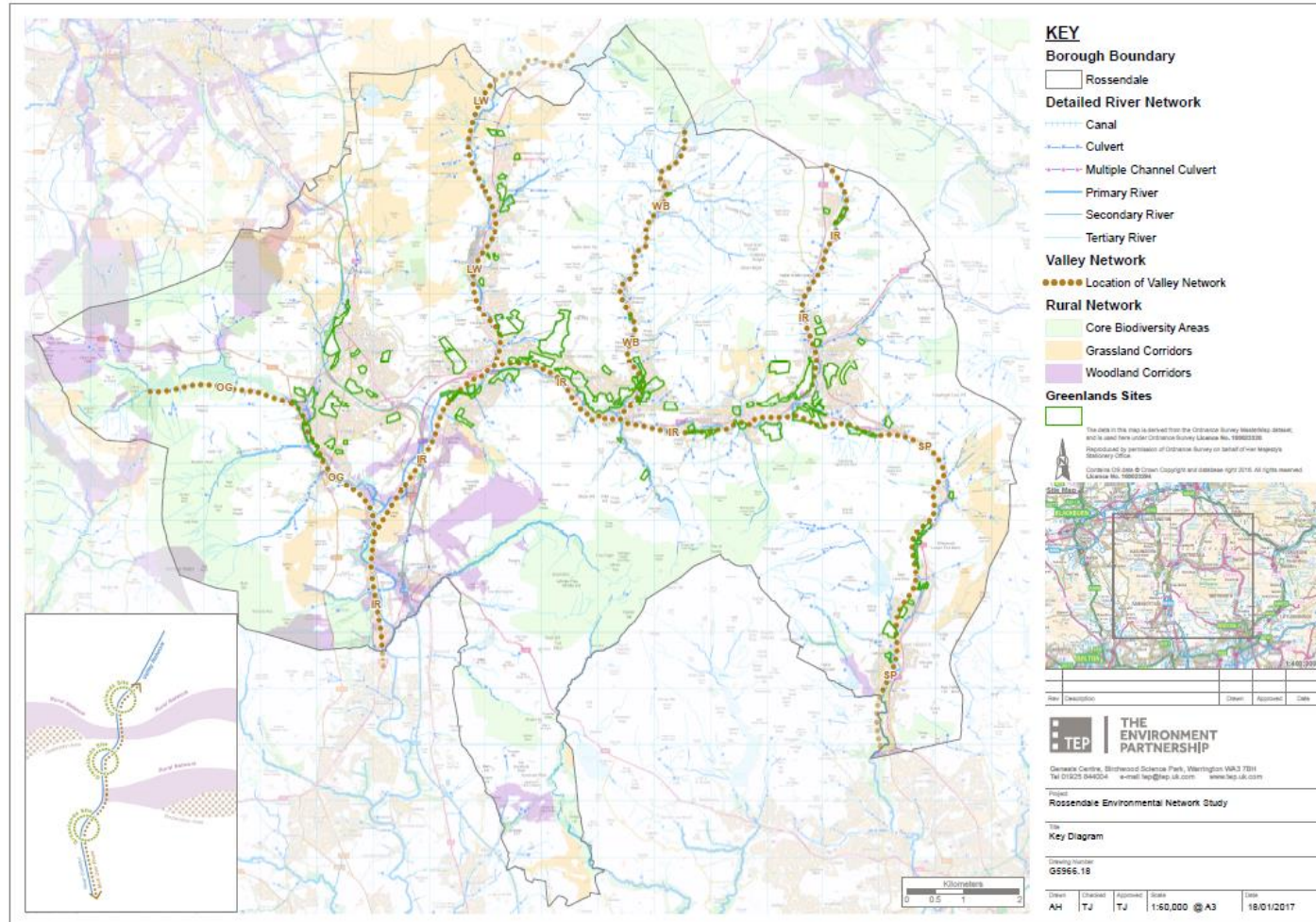
**Total Aggregate Score**

High = 24-30

Medium: 16-23



## Appendix 2: Environmental Network Study Diagram



## **Appendix 3: Glossary**

### **Affordable Housing**

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.

Social rented housing is owned by local authorities and private registered providers (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.

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).

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.

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.

### **Air Quality Management Areas (AQMA):**

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

### **Ancient Woodland**

An area that has been wooded continuously since at least 1600 AD.

### **Appropriate Assessment**

Under the Habitats Directive (92/43/EEC) as transposed into UK law by the Conservation of Habitats and Species Regulations (2010) an Appropriate Assessment is required for any plan or project which either alone or in combination with other plans or projects, would be likely to have a significant effect on a European Site (see separate entry) and is not directly connected with the management of the site for nature conservation.

#### **Article 4 Direction**

A piece of legislation specific to an area which withdraws some of the automatic planning permissions granted by the General Permitted Development Order.

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

A document produced at least annually to report on the progress on the preparation of the Local Plan and monitor the policies.

#### **Biodiversity**

The whole variety of life on earth. It includes all species of plants and animals and the ecosystems and habitats they are part of.

#### **Biodiversity Action Plans (BAPs)**

Recognised programmes that address the protection and restoration of threatened species and habitats. These are prepared on a national and on a sub-regional basis and a BAP is in place for the Lancashire area.

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

Biological Heritage Sites are considered the key wildlife sites in Lancashire other than designated sites of national or European importance. BHSs are identified using a set of published guidelines. Amendments to the list of sites are made by the Biological Heritage Sites review panel which comprises ecologists from the County Council, Wildlife Trust for Lancashire, Manchester and North Merseyside and Natural England.

#### **Blue Infrastructure**

The network of aquatic components that lie within and between cities, towns and villages which provide multiple social, economic and environmental benefits. The physical components of blue infrastructure include waterways such as rivers, streams, marshes and lakes.

#### **Brownfield See the definition of Previously Developed Land (PDL).**

### **Climate Change**

Climate change is a large-scale, long-term shift in the planet's weather patterns or average temperatures. (MET office)

### **Climate change adaptation**

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities

### **Climate change mitigation**

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

### **Comparison Goods**

Goods for which the consumer generally expects to invest time and effort and visit a range of shops before making a choice including: clothing materials and garments; shoes and other footwear; materials for maintenance and repair of dwellings; furniture and furnishings; carpets and other floor coverings; household textiles; major household appliances, whether electric or not; small electric household appliances; tools and miscellaneous accessories; glassware, tableware and household utensils; medical goods and other pharmaceutical products; therapeutic appliances and equipment; bicycles; recording media; games, toys and hobbies; sport and camping equipment; musical instruments; gardens, plants and flowers; pets and related products; books and stationery; audio-visual, photographic and information processing equipment; appliances for personal care; jewellery, watches and clocks; other personal effects.

### **Concealed Households**

Family units, including single adults living within 'host' households.

### **Conservation (For heritage policy)**

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

### **Conservation Area**

These are 'Areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance' and are designated by the local planning authority.

### **Convenience Retailing**

Relates to the purchase of everyday essential items, including confectionary, food and drink. ) on goods in COICOP categories: food and non-alcoholic beverages, tobacco, alcoholic beverages (off-trade), newspapers and periodicals, non-durable household goods.

### **Cumulative effects**

The state in which a series of repeated actions have effect greater than the sum of their individual effects; noted here especially in the location of wind turbines.

### **Curtilage**

An area of land around a building

### **Density (net)**

Net site density includes only those areas which will be developed e.g. for housing and directly associated uses such as access roads within the site, private garden spaces, car parking areas, incidental open spaces and landscaping and children's play areas where these are to be provided. It excludes major distributor roads; primary schools; adult / youth play spaces or other open spaces serving a wider area; and significant landscape buffer strips.

### **Designated Heritage Asset**

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

### **Development Management**

Development management or development control is the process by which planning and similar applications are determined.

### **Development Plan**

The statutorily adopted suite of development plan documents. In Rossendale this will Local Plan 2019 and the Joint Lancashire Minerals and Waste Local Plan and any Neighbourhood Development Plans.

### **Development Plan Documents**

An individual separately adopted part of the Local Plan. In Rossendale, for non-mineral and waste matters, these are proposed to be combined into this single Local Plan.

### **Duty to Cooperate**

The Localism Act 2011 introduced a Duty to Cooperate. Bodies subject to the Duty are required to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters. The duty to cooperate is not a duty to agree.

### **Ecological networks**

These link sites of biodiversity importance. To date in Lancashire they have been defined for woodland and grassland species by Lancashire County Council's Lancashire Environment Record Network (LERN).

### **Ecosystem services**

The benefits people obtain from ecosystems such as food, water, flood and disease control and recreation.

### **Extra Care Housing**

Housing designed with the needs of older people in mind with varying levels of care and support available on-site. People who live in extra care housing have their own self-contained homes and benefit from communal facilities being available. Properties can be rented, owned or part owned / rented.

### **European Site**

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.

### **Flood Risk Assessments (FRA)**

Site specific assessments which identify the risks to a site or premises from flooding from all sources, and any risk which may arise elsewhere as a result of development. These assessments are required for development proposals which are in areas of known flood risk (e.g. in flood zones 2 and 3) and for all proposals over 1 hectare in size.

### **Geodiversity**

The range of rocks, minerals, fossils, soils and landforms

### **Green Belt**

A designated area of land around built up areas that aims to prevent urban sprawl by keeping land permanently open.

### **Greenfield Land**

Land which has not been previously developed (see previously-developed land)

### **Gypsies and Travellers**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

### **Green Infrastructure**

A network of multi-functional green space and areas of water, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

### **Habitats of Principal Importance in England**

Fifty-six habitats identified as requiring action under the UK Biodiversity Action Plan and which continue to be regarded as conservation priorities. These habitats are included in the UK Biodiversity List published by the Secretary of State under Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act which came into force on 1st Oct 2006.

### **Habitats Regulations Assessment (HRA)**

Habitat Regulations Assessment is the process by which it is determined whether an Appropriate Assessment is necessary in relation to a proposed plan or project. (See also Appropriate Assessment above).

### **Heritage Asset**

Is defined within the NPPF and refers to features within the historic environment. Heritage assets can be described as 'designated heritage assets' or 'non-designated heritage assets' (which are defined separately within this glossary).

### **Historic Environment**

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

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

A schedule which identifies any required infrastructure needed to support a Local Plan and how this can be delivered.

### **Kyoto Protocol**

An International treaty that sets obligations to reduce greenhouse gas emissions.

### **Landscape Character Assessment**

An assessment which identifies different landscape areas which have a distinct character based on recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land-use and human settlement.

### **Lead Local Flood Authority (LLFA)**

Local Authority (in Lancashire the County Council) responsible for developing, maintaining and applying a strategy for local flood risk management in their areas and for maintaining a register of flood risk assets. They also have lead responsibility for managing the risk of flooding from surface water, groundwater and ordinary watercourses.

### **Listed Building**

A building of 'special architectural or historic interest' included on a statutory list compiled the Secretary of State for Culture Media and Sport

### **Local Development Framework**

The term previously used to describe the suite of planning policy documents.

### **Local Development Scheme**

The Local Planning Authority's project plan for the preparation of its Local Plan.

### **Local Enterprise Partnership (LEP)**

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.



### **Local Nature Partnership**

A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

### **Local Geodiversity Site (LGS)**

A Lancashire wide designation which identifies valuable local geological and geomorphological sites. Local Geodiversity Sites were formerly known as Regionally Important Geological Sites (RIGs).

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

A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare local nature reserves but they must have the powers to do so delegated to them by a principal local authority. LNRs are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally.

### **Local Transport Plan (LTP)**

Prepared by the relevant highways authority for the area - Lancashire County Council. The LTP sets out the objectives and plans for developing transport in an area

### **Low Carbon Energy**

Power produced from technologies which produce a low amount of carbon dioxide compared to fossil fuels.

### **Main River**

Main rivers are watercourses designated as such on main river maps held by the Environment Agency and are generally the larger arterial watercourses. Any alteration or connection to a main river will require consent from the Environment Agency.

### **Major Development**

For dwellings, a major development is one where the number of residential units to be constructed is 10 or more, or if the application does not state the number of units to be constructed, the site area is 0.5 hectares or more. For all other uses, a major development is one where the floor space to be built is 1,000 square metres or more, or where the site area is 1 hectare or more.

### **Market Housing**

Private housing for rent or for sale, where the price and tenure is set in the open market.

### **Minerals Safeguarding Areas**

Areas designated by the Minerals Planning Authority that cover known deposits of minerals, which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

### **Neighbourhood Development Plan**

A statutory plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004 as amended principally by the Localism Act 2011).

### **Objectively Assessed Needs (OAN)**

An assessment of the demand e.g. for housing in a housing market area over a plan period - not taking account of the environmental capacity of an area to deliver it.

### **ONS Office for National Statistics**

Optimum Viable Use Optimum viable is the use which is viable, and where the changes are optimum in terms of entailing the least harm to the special interest of the heritage asset. The most profitable use may be less than optimum in terms of its impact on the heritage asset.

### **Ordinary Watercourse**

Ordinary watercourses include drains, streams, ditches, and passages through which water flows that do not form part of main rivers. Main rivers are managed by the Environment Agency. Proposals involving alterations to a watercourse require permission from Lancashire County Council first.

### **Pitches and Plots for Gypsies, Travellers and Travelling Showpeople**

A “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (also sometimes called a “yard”).

### **Planning Obligation**

A legally enforceable agreement between a planning authority and a developer, or an undertaking offered unilaterally by a developer, entered into under section 106 of the Town and Country Planning Act 1990 with the intention of helping to mitigate the negative impacts of a development proposal.

### **Previously developed land (also known as brownfield land)**

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 in the process of time.

### **Primary Shopping Area**

Defined area where retail development is concentrated.

### **Public Realm**

The space between buildings and developments that are publicly accessible, including streets, squares, parks and open spaces

### **Priority Habitats and Species**

Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

### **Protected Species**

European Protected Species are animals and plants listed in Annex IV of the European Habitats Directive and protected in the UK under The Conservation of Habitats and Species Regulations (2010). Nationally Protected Species include all European Protected Species and also a large number of species which are specially protected under The Wildlife & Countryside Act (1981) or in other legislation such as the Protection of Badgers Act 1992.

### **Regionally Important Geological Sites (RIGS)**

These are sub regionally designated sites which are of importance for their geodiversity (geology and geomorphology).

### **Registered Provider**

Registered providers (often known as social landlords) are the bodies that own and manage social housing. They tend to be non-commercial organisations such as local authorities or housing associations. Housing associations are independent, not-for profit organisations that can use any profit they make to maintain existing homes and help finance new ones. It is now possible for commercial organisations to build and manage social housing, although this is not yet common practice

### **Renewable and Low Carbon Energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

### **Scheduled Monument**

Nationally important monuments, usually archaeological remains that enjoy protection against inappropriate development as a result of their scheduling under the Ancient Monuments and Archaeological Areas Act 1979

### **Setting of a Heritage Asset**

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

### **Sequential Approach (flood risk)**

To locate development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

### **Sequential Test (flood risk)**

The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test.

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

Sites designated nationally as being of special interest by reason of their flora, fauna, geological or physiological features and have statutory protection to preserve these features, designated by Natural England under the Wildlife and Countryside Act 1981.

### **Species of Principal Importance in England**

943 species identified as requiring action under the UK Biodiversity Action Plan and which continue to be regarded as conservation priorities. These species are included in the UK Biodiversity List published by the Secretary of State under Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act which came into force on 1st Oct 2006

### **Strategic Environmental Assessment (SEA)**

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

### **Strategic Flood Risk Assessment (SFRA)**

A study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.

### **Strategic Housing Land Availability Assessment (SHLAA)**

A study to assess the overall potential for housing development in the area. It identifies specific sites with a development potential over the next 15 years and both informs the development of and monitors the performance of the Local Plan Can include employment land also.

### **Strategic Housing Market Assessment (SHMA)**

Assesses the housing market within the housing market area, and considers the nature of future need and demand for market and affordable housing to inform the development of the Local Plan

### **Supplementary Planning Document (SPD)**

Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.

### **Sustainability Appraisal (SA)**

Sustainability Appraisal is a systematic appraisal process used to assess the social, environmental and economic effects of strategies and policies from the outset of the preparation process.

### **Sustainable Development**

Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

### **Sustainable Drainage Systems (SuDS)**

SuDS are an approach to managing rainwater falling on roofs and other surfaces through a sequence of actions. The key objectives are to manage the flow rate and volume of surface runoff to reduce the risk of flooding and water pollution. SuDS also reduce pressure on the sewerage network and can improve biodiversity and local amenity.

### **Town centre**

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

### **Transport Assessment**

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

### **Transport Statement**

A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

### **Travel Plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

### **Travelling Showpeople**

Member of a group organised for the purposes of holding fairs, circuses or show (whether or not travelling together as such). This includes such persons who, on the grounds of their own family's dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel, but excludes Gypsies and Travellers defined separately within this glossary.

### **Use Classes**

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories or 'classes' e.g. C3 dwellings. Changes of use within these classes does not normally require planning permission and changes between certain classes may not either (permission may still be required for any physical conversion works).

### **Veteran Tree**

A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

## Appendix 4: Housing Trajectory

Housing Allocation Ref	Site name	Site net developable area (Ha)	Planning permission as of 30th June 2018	Estimated delivery	Estimated yield	Sites allocated in the Local Plan															
						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
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
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
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	Lovecough 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
H21	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	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	0
H25	Land at Blackwood Road, Stacksteads	1.37	No	Years 1-5	41	0	0	20	21	0	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	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	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	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	0
H30	Tong Farm, Bacup	2.53	No	Years 1-5	76	0	0	20	20	20	16	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	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	0
H33	Land off Rockcliffe Road and Moorlands Terrace, Bacup	3.22	Permission for part of	Years 1-5	63	0	26	20	17	0	0	0	0	0	0	0	0	0	0	0	0

			the site																		
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	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	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	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	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	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	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	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	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	0
H43	Land west of Burnley Road, Weir	0.46	No	Years 6-10	10	0	0	0	0	0	0	10	5	0	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	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	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	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	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	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	0
H50	Land Adjacent Park Avenue/Cricceth Close, Haslingden	1	No	Years 1-5	30	0	0	20	10	0	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	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	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	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	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	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	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	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	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	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	0
H61	Hareholme, Staghills	0.33	No	Years 6-10	9	0	0	0	0	0	0	9	0	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	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	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-	28	0	0	0	10	10	8	0	0	0	0	0	0	0	0	0	0

				5																	
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
M6	Barlow Bottoms, Facit	0.92	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>96.9</b>			<b>2878</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>

## Housing Trajectory

