

ROSSENDALE DRAFT LOCAL PLAN

Regulation 18 Consultation



July 2017

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Delivering Sustainable Development

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 jointly to 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Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether: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- where the Local Plan is absent, silent, or relevant policies are out-of-date, grant permission unless: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.

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.

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.

Chapter 1: Housing

Policy HS1: Meeting Rossendale's Housing Requirement

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

- a) Providing at least 4,000 additional dwellings over the plan period equating to 265 dwellings a year
- b) Addressing prior under-provision of 425 dwellings (as of 31st March 2017) within the first five years of the plan period
- c) Delivering an overall amount of 20% of all new dwellings on previously developed land (PDL) across the Borough
- d) Keeping under review housing delivery performance on a yearly basis

Explanation

The need for new housing in Rossendale has been assessed in the Council's Strategic Housing Market Area Assessment (SHMA) (2016). This study, which is consistent with the Government's current policy position, 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 the figure of at least 265 additional dwellings per year will 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.

The total number of dwellings to be provided over the plan period is based on the projected increase in the number of households over the plan period, uplifted to take account of worsening market signals and the need to provide affordable housing. The figure includes 10% uplift in household projections over and above the level suggested by the demographic projections. This uplift is recommended by the SHMA to account of some worsening market signals, for example, the high rate of change in the affordability ratio and house prices more generally and is in line with government guidance. A further additional uplift of 10% has also been included to take account of the need to provide for affordable housing within Rossendale.

Provision over the first 5 years of the plan period will need to take into account the existing under-provision of 425 houses (as of 31st March 2017) compared with the Core Strategy targets. This under-provision results in the need for an additional 85 dwellings per year which when added to the 265 houses per year figure increases the annual delivery requirement to 350 dwellings per year for the first five years of the plan period.

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. It also evidences the need for more good quality, specialist accommodation designed specifically for the growing elderly population.

Previously developed (brownfield land) has been identified wherever possible but the supply of sites without significant constraints within urban areas is limited. 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.

Policy HS2: Housing Site Allocations

The following sites, shown on the adopted Policies Map, have been allocated for housing development:

Table 1: Housing Site Allocations

Housing Allocation Ref.	SHLAA Ref.	Site name	Area (ha)	No. of units	Delivery Timescale	Allocation	Greenfield or Brownfield
Bacup, Stacksteads, Britannia and Weir							
HS2.1	SHLAA16053	Land off Greensnook Lane	1.13	33	Years 1-5	Housing	Greenfield
HS2.2	SHLAA16054	Land near Greensnook Farm	0.11	7	Years 1-5	Housing	Brownfield
HS2.3	SHLAA16065	Land at Higher Cross Row	0.57	17	Years 1-5	Housing	Greenfield
HS2.4	SHLAA16080	Land off Rockcliffe Road	2	24	Years 1-5	Housing	Greenfield
HS2.4	SHLAA16081	Land off Moorlands Terrace	1.22	37	Years 1-5	Housing	Greenfield
HS2.5	SHLAA16083	Off Fernhill Drive	0.15	5	Years 1-5	Housing	Greenfield
HS2.6	SHLAA16051	Bull Hall Barn, Todmorden Road, Bacup	0.97	29	Years 1-5	Housing	Greenfield
HS2.15	SHLAA16040	Sheephouse Reservoir, Britannia	2.1	63	Years 1-5	Housing	Greenfield
HS2.16	SHLAA16042	Land north-east of Pennine Road, Bacup	1.19	36	Years 1-5	Housing	Greenfield
HS2.16	SHLAA16043	Land Behind Pennine Road To	1.61	48	Years 1-5	Housing	Greenfield

		West					
HS2.17	SHLAA16047	To the west of Tong Farm	1.03	31	Years 1-5	Housing	Greenfield
HS2.18	SHLAA16060	Reed Street, Bacup	0.42	13	Years 1-5	Housing	Brownfield
HS2.19	SHLAA16063	Former Bacup Health Centre	0.18	22	Years 1-5	Specialist	Brownfield
HS2.20	SHLAA16366	Land off Douglas Road	1.09	27	Years 1-5	Housing	Greenfield
HS2.21	SHLAA16038	Lower Stack Farm	0.32	10	Years 1-5	Housing	Greenfield
HS2.24	SHLAA16107	Land north of Blackwood Road, Stacksteads	0.34	10	Years 1-5	Housing	Greenfield
HS2.25	SHLAA16112	Glen Mill, 640 Newchurch Road, Stacksteads	0.16	11	Years 1-5	Housing	Brownfield
HS2.26	SHLAA16357	The Former Commercial Hotel, 318A, 316B and 316C Newchurch Road	0.04	7	Years 1-5	Housing	Brownfield
HS2.27	SHLAA16376	Land adj 83 Booth Road, Tunstead	0.12	5	Years 1-5	Housing	Mixed
HS2.28	SHLAA16098	Booth Road/Woodland Mount, Brandwood	0.34	10	Years 1-5	Self-Build	Greenfield
HS2.5	SHLAA16082	Anvil Street, Bacup	0.19	11	Year 6-15	Housing	Mixed
HS2.6	SHLAA16052	Greens Farm Todmorden old Road	1.52	46	Year 6-15	Housing	Greenfield
HS2.7	SHLAA16067	Land Off Cowtoot Lane	5.03	151	Year 6-15	Housing	Greenfield
HS2.8	SHLAA16070	Land south of The Weir Public House	1.77	52	Year 6-15	Housing	Greenfield
HS2.9	SHLAA16071	Land west of Burnley Road, Weir	0.46	14	Year 6-15	Housing	Greenfield
HS2.10	SHLAA16073	Irwell Springs	1.73	52	Year 6-15	Housing	Greenfield
HS2.11	SHLAA16075	Land at Huttock Farm, Bacup	0.74	22	Year 6-15	Housing	Mixed
HS2.12	SHLAA16076	Huttock Top, Bacup	1	30	Year 6-15	Housing	Greenfield
HS2.13	SHLAA16077	Land south of Huttock Top Farm, Bacup	1.34	40	Year 6-15	Housing	Greenfield
HS2.14	SHLAA16359	Land off Burnley Road and Meadows Avenue	0.13	6	Year 6-15	Housing	Greenfield
HS2.17	SHLAA16045	Tong Farm A	1.5	45	Year 6-15	Housing	Mixed
HS2.22	SHLAA16058	Thorn Bank	1.55	46	Year 6-15	Housing	Greenfield
HS2.23	SHLAA16066	Land East of Rochdale Road (East of Empire Theatre)	0.84	25	Year 6-15	Housing	Mixed
HS2.24	SHLAA16109	Land at Blackwood Road, Stacksteads	1.03	31	Year 6-15	Housing	Brownfield
HS2.29	SHLAA16088	Land west of Sow Clough, Stacksteads	1.08	32	Year 6-15	Housing	Greenfield
HS2.30	SHLAA16110	Shadlock Skip	0.72	22	Year 6-15	Housing	Brownfield
HS2.31	SHLAA16353	Hare and Hounds Garage, Newchurch Road, Stacksteads	0.19	6	Year 6-15	Housing	Brownfield
HS2.32	SHLAA16079	Land off Newchurch Old Road	1.57	47	Year 6-15	Housing	Greenfield
Haslingden & Rising Bridge							
HS2.33	SHLAA16319	Land at Kirkill Avenue, Haslingden	0.74	22	Years 1-5	Housing	Greenfield
HS2.34	SHLAA16324	Land Rear of Highfield Nursing Home	0.2	6	Years 1-5	Self-Build	Greenfield
HS2.35	SHLAA16325	Land Off Highfield Street	0.45	13	Years 1-5	Housing	Greenfield
HS2.36	SHLAA16329	Former Haslingden Police Station, Manchester Road	0.12	8	Years 1-5	Housing	Brownfield
HS2.37	SHLAA16308	Land Adjacent Park Avenue/Criccieth Close	1	30	Years 1-5	Housing	Greenfield
HS2.40	SHLAA16388	Land adjacent 53 Grane Road	0.15	5	Years 1-5	Housing	Greenfield
HS2.41	SHLAA16374	1 Laburnum Street	0.04	8	Years 1-5	Housing	Brownfield
HS2.38	SHLAA16323	Land To Side And Rear Of Petrol Station, Manchester Road	0.21	6	Year 6-15	Housing	Mixed
HS2.39	SHLAA16280	Land at Holme Lane, Haslingden	0.18	5	Year 6-15	Housing	Greenfield

Rawtenstall, Crawshawbooth, Goodshaw and Loveclough							
HS2.42	SHLAA16360	The Hollins, Hollin Way	0.43	9	Years 1-5	Housing	Greenfield
HS2.42	SHLAA16361	The Hollins, Hollin Way	0.38	9	Years 1-5	Housing	Greenfield
HS2.42	SHLAA16363	The Hollins, Hollin Way	0.46	9	Years 1-5	Housing	Greenfield
HS2.42	SHLAA16371	Hollin Way, Reedsholme	0.38	9	Years 1-5	Housing	Greenfield
HS2.43	SHLAA16190	Reedsholme Works, Rawtenstall	1.81	54	Years 1-5	Housing	Brownfield
HS2.47	SHLAA16203	Land Adjacent Goodshaw Bowling Green	0.44	13	Years 1-5	Housing	Greenfield
HS2.47	SHLAA16205	Cornfield, off Goodshaw Lane adj to Swinshaw Hall	0.47	14	Years 1-5	Housing	Greenfield
HS2.48	SHLAA16209	Land south of 1293 Burnley Road, Loveclough	0.19	5	Years 1-5	Self-Build	Greenfield
HS2.49	SHLAA16367	Loveclough Working Mens Club	0.36	11	Years 1-5	Housing	Mixed
HS2.50	SHLAA16220	Turton Hollow	1	30	Years 1-5	Housing	Mixed
HS2.51	SHLAA16197	Land Adjacent Laburnum Cottages, 8126 155	0.77	23	Years 1-5	Housing	Greenfield
HS2.53	SHLAA16171	Johnny Barn Farm, Cloughfold	1.05	30	Years 1-5	Housing	Greenfield
HS2.54	SHLAA16174	Land Between Newchurch Road and Bacup Road	1.83	55	Years 1-5	Housing	Greenfield
HS2.54	SHLAA16393	Land off Newchurch Road, east of Johnny Barn	3.5	105	Years 1-5	Housing	Greenfield
HS2.55	SHLAA16238	Spinning Point (former Valley Centre)	1.57	24	Years 1-5	Mixed-use	Brownfield
HS2.56	SHLAA16372	Land at Hurst Platt, Waingate Road	0.15	8	Years 1-5	Housing	Greenfield
HS2.57	SHLAA16170	Land at Conway Road	0.16	5	Years 1-5	Self-Build	Greenfield
HS2.59	SHLAA16234	Land to the north side of Hall Carr Road	0.3	5	Years 1-5	Self-Build	Mixed
HS2.60	SHLAA16248	Haslam Farm, north of Duckworth Lane	0.71	21	Years 1-5	Housing	Greenfield
HS2.60	SHLAA16317	Oak Mount Garden	0.37	11	Years 1-5	Housing	Greenfield
HS2.61	SHLAA16362	Land off Oaklands and Lower Cribden Avenue	1.57	34	Years 1-5	Housing	Greenfield
HS2.62	SHLAA16368	Former Hospital, Haslingden Road	1.87	41	Years 1-5	Housing	Brownfield
HS2.63	SHLAA16373	Magistrates Court	0.02	11	Years 1-5	Housing	Brownfield
HS2.64	SHLAA16229	Land at Oakenhead Wood, Rawtenstall	0.75	22	Years 1-5	Housing	Greenfield
HS2.65	SHLAA16404	Land at Bury Road, Rawtenstall	0.25	7	Years 1-5	Housing	Greenfield
HS2.66	SHLAA16227	Land behind no. 173 to 187 Haslingden Old Road	0.45	13	Years 1-5	Housing	Greenfield
HS2.42	SHLAA16188	Land North of Lime Tree Grove (Constablee 1)	1.53	46	Year 6-15	Housing	Greenfield
HS2.43	SHLAA16191	Land to West of Hollin Way (Constablee 5)	0.38	11	Year 6-15	Housing	Greenfield
HS2.44	SHLAA16184	Land at Hollin Lane	0.81	24	Year 6-15	Housing	Greenfield
HS2.44	SHLAA16392	Land North of Hollin Lane	0.9	27	Year 6-15	Housing	Greenfield
HS2.45	SHLAA16187	Willow Avenue Off Lime Tree Grove	0.35	10	Year 6-15	Housing	Greenfield
HS2.46	SHLAA16189	Land East of Acrefield Drive (Hollin Way)	0.61	18	Year 6-15	Housing	Greenfield
HS2.47	SHLAA16207	Land to the north of Swinshaw Hall, Loveclough	0.81	24	Year 6-15	Housing	Greenfield
HS2.47	SHLAA16206	Swinshaw Hall Loveclough	1.04	31	Year 6-15	Housing	Greenfield
HS2.52	SHLAA16219	Land south of Goodshaw Fold Road (north of The Jester)	0.23	7	Year 6-15	Housing	Greenfield

HS2.54	SHLAA16381	Land to the west of Dobbin Lane, Lower Cloughfold	0.9	27	Year 6-15	Housing	Greenfield
HS2.58	SHLAA16172	Land At Higher Cloughfold	0.25	7	Year 6-15	Self-Build	Greenfield
HS2.67	SHLAA16240	Carr Farm, Lomas Lane	0.7	21	Year 6-15	Housing	Greenfield
HS2.67	SHLAA16383	Land at Carr Barn, Hardman Ave, Rawtenstall	1.17	35	Year 6-15	Housing	Mixed
HS2.68	SHLAA16243	Land east of Lower Clowes Road (west of Lomas Lane)	1.38	5	Year 6-15	Housing	Greenfield
HS2.69	SHLAA16244	Land off Lower Clowes Road, New Hall Hey	0.27	7	Year 6-15	Housing	Greenfield
HS2.70	SHLAA16236	Hall Carr Farm	1.07	26	Year 6-15	Housing	Greenfield
South West							
HS2.71	SHLAA16358	Horse and Jockey Hotel, 85 Market Street, Edenfield	0.21	10	Years 1-5	Housing	Brownfield
HS2.72	SHLAA16273	Croft End, Stubbins	0.8	11	Years 1-5	Housing	Brownfield
HS2.73	SHLAA16270	Land off Wood Lane, Edenfield	0.56	17	Years 1-5	Housing	Greenfield
HS2.74	SHLAA16259	Land East of Burnley Road	0.31	9	Years 1-5	Housing	Brownfield
HS2.75	SHLAA16298	Wavell House	0.25	32	Years 1-5	Housing	Brownfield
HS2.76	SHLAA16384	Land at Snig Hole, Helmshore	0.25	7	Years 1-5	Housing	Greenfield
HS2.77	SHLAA16288	Land Off Curven Edge	0.18	5	Years 1-5	Housing	Greenfield
HS2.71	SHLAA16255	Land to the west of Moorland View	1.51	45	Year 6-15	Housing	Greenfield
HS2.71	SHLAA16256	Land between Blackburn Road and A56	2.09	63	Year 6-15	Housing	Greenfield
HS2.71	SHLAA16262	Land west of Market Street	9.12	273	Year 6-15	Housing	Greenfield
HS2.71	SHLAA16263	Land off Exchange Street	2.32	70	Year 6-15	Housing	Greenfield
HS2.73	SHLAA16271	Edenwood Mill	0.38	11	Year 6-15	Housing	Brownfield
HS2.78	SHLAA16304	Grane Village, Land south of Grane Road/ east of Holcombe Road	3.53	106	Year 6-15	Housing	Mixed
HS2.79	SHLAA16285	Rosendale Golf Club, Haslingden	0.52	15	Year 6-15	Housing	Greenfield
HS2.78	SHLAA16402	Land off Holcombe Road	0.47	14	Year 6-15	Housing	Greenfield
HS2.110	SHLAA16278	Irwell Vale Mill Site Details TBC	1.52	45	Years 1-5	Housing	Mixed
Waterfoot, Lumb, Cowpe & Water							
HS2.80	SHLAA16166	Land Off Lea Bank	0.31	9	Years 1-5	Housing	Greenfield
HS2.81	SHLAA16176	Greenbridge Mill (Hall Carr Mill) Lambert Haworth	0.97	29	Years 1-5	Housing	Brownfield
HS2.82	SHLAA16159	Land Adjacent Dark Lane Football Ground	1.95	58	Years 1-5	Housing	Mixed
HS2.87	SHLAA16117	Carr Mill, Cowpe Road and 1 Carr Lane	0.07	5	Years 1-5	Housing	Brownfield
HS2.88	SHLAA16124	Former Kearns Mill	1.01	14	Years 1-5	Housing	Brownfield
HS2.89	SHLAA16127	Knott Mill Works, Pilling Street and Orchard Works, Miller Barn Lane	0.06	5	Years 1-5	Housing	Brownfield
HS2.90	SHLAA16128	Waterfoot Primary School	0.22	20	Years 1-5	Specialist	Brownfield
HS2.91	SHLAA16132	Park Road Garage Site	0.36	11	Years 1-5	Housing	Mixed
HS2.92	SHLAA16143	Field at Scout Road, Whitewell Bottom	0.17	5	Years 1-5	Self-Build	Mixed
HS2.93	SHLAA16146	Hollin Farm, Waterfoot	0.18	5	Years 1-5	Housing	Greenfield
HS2.94	SHLAA16147	Foxhill Drive	0.22	7	Years 1-5	Housing	Greenfield
HS2.95	SHLAA16390	Land at Asworth Road, Water	0.06	6	Years 1-5	Housing	Brownfield
HS2.96	SHLAA16116	Bolton Mill, Cowpe	0.13	6	Years 1-5	Housing	Brownfield
HS2.83	SHLAA16161	Hareholme	0.31	9	Year 6-15	Housing	Greenfield

HS2.84	SHLAA16164	Land behind Myrtle Grove Mill (former Isolation Hospital), Waterfoot	1.35	40	Year 6-15	Housing	Mixed
HS2.85	SHLAA16168	Land off Peel Street, Cloughfold	0.28	8	Year 6-15	Housing	Greenfield
HS2.86	SHLAA16155	Land by St Peter's School	0.32	9	Year 6-15	Housing	Mixed
HS2.97	SHLAA16397	Isle of Man Mill and Garage	0.74	22	Year 6-15	Mixed-use	Mixed
HS2.98	SHLAA16407	Land south of Shawclough Road, Scout Bottom	1.08	32	Year 6-15	Housing	Greenfield
HS2.99	SHLAA16377	Land South of Forest Mill	1.58	47	Year 6-15	Housing	Greenfield
HS2.100	SHLAA16149	Land East of 6 Hargreaves Fold Lane, Chapel Bridge, Lumb	0.36	11	Year 6-15	Housing	Greenfield
HS2.100	SHLAA16150	Land opposite Baptist Church, Water	0.39	12	Year 6-15	Housing	Greenfield
HS2.101	SHLAA16120	Waterhouse, Cowpe	0.07	2	Year 6-15	Housing	Mixed
Whitworth, Facit & Shawforth							
HS2.102	SHLAA16020	Barlow Bottoms	1.16	35	Years 1-5	Housing	Greenfield
HS2.102	SHLAA16019	Land North Of King Street	0.17	5	Years 1-5	Housing	Greenfield
HS2.103	SHLAA16021	Land Behind Buxton Street	0.41	28	Years 1-5	Specialist	Greenfield
HS2.105	SHLAA16006	Albert Mill, Whitworth	0.52	49	Years 1-5	Housing	Brownfield
HS2.104	SHLAA16026	Land south of Quarry Street, Shawforth	0.62	19	Year 6-15	Housing	Mixed
HS2.106	SHLAA16002	Land to the east of Tonacliffe School	2.27	68	Year 6-15	Housing	Greenfield
HS2.107	SHLAA16005	Land off Eastgate	3.7	111	Year 6-15	Housing	Brownfield
HS2.108	SHLAA16016	Cowm water treatment works, Whitworth	0.68	20	Year 6-15	Housing	Mixed
HS2.109	SHLAA16001	Site of Horsefield Avenue, Tonacliffe	1.75	52	Year 6-15	Housing	Greenfield
Total Potential Housing Number				3622			

When calculating the potential numbers of housing on each site a density of 30 dwellings per hectare has been used unless more detailed information is available. Where a housing allocation reference is duplicated this is where the land incorporates more than one SHLAA site and has been included for information. The number ordering of sites is not sequential as it reflects the delivery timescale.

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. However, some sites that are listed in the Council's 5 Year Housing Land Supply Report (2017-2022) are nearing completion and are expected to be completed in the coming months. These include the former Orama Mill site in Whitworth, Stack Lane in Britannia and Whinberry View in Rawtenstall.

The National Planning Policy Framework (the Framework) (2012) 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 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. 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.

Most of the sites allocated are small in size and this reflects recommendations in the Government's Housing White Paper¹ that at least 10% 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) and '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. Smaller sites have not been included in the housing land requirements and are considered in the Council's small sites allowance. 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 but the supply of sites without significant constraints within urban areas is limited. Green Belt releases have been avoided wherever possible in line with the Government's White Paper 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. Some allocated sites are recognised as having issues that will require resolution before development can; 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.

Policy HS3: Edenfield

Within the area defined on the Policies Map at Edenfield (Housing Allocation HS2.71) new residential development will be permitted subject to the following:

¹ Fixing Our Broken Housing Market, Department for Communities and Local Government (February 2017)

- 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
 - 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
- 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 and layout of public open space (including the provision of a Neighbourhood Equipped Area of Plan NEAP)
 - f. Provision of footpath and cycle links
 - g. Tree works and tree protection measures
- d) An agreed programme of implementation in accordance with the masterplan.

Explanation

An area comprising 26 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 making positive use of features such as the Grade II* Listed Edenfield Parish Church. 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.

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.

Policy HS4: 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).
- b) On any rural exception sites including those in the Green Belt there will be a requirement of 100% on-site affordable housing.
- 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.
- 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.

Where robustly justified, 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.

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 HS5: 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.

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.

Densities in excess of 30 dwellings per hectare will be expected to be delivered in sustainable locations within Rossendale. Sustainable locations include urban areas and areas around public transport nodes. The figure of 30 dwellings per hectare is reflective of historic housing densities in some parts of Rossendale. It is recognised that housing densities will be lower in other areas of the Borough because of physical constraints, for example, topography, areas at risk of flooding and landscape.

Policy HS6: 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 30% 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 this regard the Council will adopt a flexible approach where necessary, taking into consideration specific factors, such as 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.

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.

Rosendale's SHMA highlights a considerable growth in the number of elderly households in Rosendale 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 (15.8%) and found that households containing a disabled resident were more likely to consider that their home is unsuitable than the Borough-wide average. There is therefore a need to increase the amount of suitable housing for elderly and disabled residents in Rosendale 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.

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 Rosendale.

Policy HS7: Private Residential Garden Development

Within the urban boundary applications to provide additional dwellings within private residential gardens on sites not allocated for housing will only 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 HS8: 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.

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. 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.

Policy HS9: 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.

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 the following:

- i. The minimum local standards and how they will be applied.
- ii. Appropriate financial contributions required 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 seeks to address the inadequacy of pitches to accommodate additional recreational use generated by new development, whether for formal or informal purposes

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

Policy HS10: 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 of nearby properties.

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, 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 HS11: 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 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 HS12: 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 urban areas are protected from overdevelopment. Countryside includes areas of the Borough which are outside the urban areas. Green Belt boundaries are shown on the Policies Map.

Policy HS13: 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 areas 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 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 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 HS14: 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;
- 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 HS15: 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 HS16: Gypsies, Travellers and Travelling Showpeople

A Transit site accommodating a minimum of four pitches will provided on a site at Little Tooter Quarry, Sharneyford shown on the Policies Map as HS16.1.

Four additional pitches will 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 HS17: 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 following sites are allocated on the Policies Map specifically for specialist accommodation:

- HS2.19- Former Bacup Health Centre
- HS2.90- Waterfoot Primary School
- HS2.103- Land Behind Buxton Street

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.

Policy HS18: Self Build and Custom Built Houses

The Council will support individuals who wish to build their own dwelling by identifying suitable serviced plots of land. To ensure a variety of housing provision, where possible, developers will be encouraged 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:

- HS2.28- Booth Road/Woodland Mount, Brandwood
- HS2.34- Land Rear of Highfield Nursing Home
- HS2.48- Land south of 1293 Burnley Road, Loveclough
- HS2.57- Land at Conway Road
- HS2.59- Land to the north side of Hall Carr Road
- HS2.58- Land At Higher Cloughfold
- HS2.92- Field at Scout Road, Whitewell Bottom

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 and the Council maintains a self-build and custom build housing register.

Chapter 2: Employment Growth and Employment

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, however there are still high levels of industrial activity, much of which is generated from the Borough's heritage of shoe and textiles manufacturing.

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 high levels of manufacturing and industrial uses, and the need to export products, means that 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 residents in Rossendale are lower than 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. 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 the Housing Objectively Assessed 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 at least a need to identify further land for employment to meet future needs. In addition, of the sites that are promoted to be retained, the study notes that much of this committed supply is of poor quality and unable to meet the needs of modern businesses, 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 27ha 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.	Employment Land Study Ref	Site name	Gross Area (ha)	Area available for development (ha)	Use Class	Policy
New Employment						
EMP2.12*	EMP10	Extension to Mayfield Chicks	2.81	2.81	B1, B2, B8	
EMP2.15*	EMP13	Land North of Hud Hey	3.43	2.70	B1, B2, B8	
EMP2.23*	ADD6	Carrs Industrial Estate North Extension	5.67	4.84	B1, B2, B8	
EMP2.26*	EMP11	Extension of New Hall Hey to the west	2.76	2.20	B1, B2, B8	EMP7
EMP2.34*	EMP72	Extension to New Hall Hey	3.35	3.00	B1, B2, B8	
EMP2.35*	EMP12	Baxenden Chemicals Ltd, Rising Bridge	4.92	4.40	B1, B2, B8	
EMP2.38*	ADD3	Land adj Hollin Gate Farm	4.43	3.35	B1, B2, B8	
			27.37	23.30		
Existing Employment						
EMP2.1	EMP60	Beech Industrial Estate	2.36	0.00	B1, B2, B8	
EMP2.2	EMP61	Henrietta Street	10.10	0.58	B1, B2, B8	
EMP2.3	EMP62	The Sidings	5.63	0.00	B1, B2, B8	
EMP2.4	EMP90	Beta Burnley Road	0.32	0.00	B1, B2, B8	
EMP2.6	EMP59	Burnley Road	0.78	0.00	B1(c), B2, B8	
EMP2.7	EMP49	Kings Cloughfold	4.72	0.00	B1, B2, B8	
EMP2.8	EMP50	Myrtle Grove	3.77	0.00	B1, B2, B8	

Employment Allocation Ref.	Employment Land Study Ref	Site name	Gross Area (ha)	Area available for development (ha)	Use Class	Policy
EMP2.9	EMP45	Turton Hollow Road	2.88	0.00	B1, B2, B8	
EMP2.10	EMP88	Springvale Works, Shawclough Road	0.82	0.00	B1, B2, B8	
EMP2.11	EMP10	Mayfield Chicks & Adjoining Ewood Bridge Mill	2.80	0.00	B1, B2, B8	
EMP2.13	EMP04	Prinny Hill Road	0.44	0.00	B1, B2, B8	
EMP2.14	EMP09	Large Site at Hud Hey	8.36	1.70	B1, B2, B8	
EMP2.16	EMP19	Land off Manchester Road (Solomons)	1.50	1.36	B1, B2, B8	
EMP2.17	EMP35	Commerce Street & Grove Mill	1.43	0.00	B1, B2, B8	
EMP2.18	EMP36	The Courtyard	0.70	0.00	B1, B2, B8	
EMP2.19	EMP37	Carrs Industrial Estate	22.76	0.00	B1, B2, B8	
EMP2.20	EMP38	Three Point Business Park	4.49	0.00	B2, B8	
EMP2.21	EMP39	Knowsley Road Industrial Estate	16.06	0.00	B2, B8	
EMP2.24	EMP14	Solomon's Site	3.15	0.80	B1, B2, B8	
EMP2.25	EMP22	Wavel House	0.47	0.00	B1, B2, B8	
EMP2.27	EMP92	Piercy Mount Industrial Estate Burnley Road East	0.75	0.00	B1, B2, B8	
EMP2.29	EMP02	Land at Robert Street	1.04	0.00	B1, B2, B8	
EMP2.30	EMP05	Rosendale Motor Sales, Bury Road	0.29	0.06	B1, B2, B8	
EMP2.31*		New Hall Hey	3.66		B1, B2, B8	
EMP2.32*	EMP47	New Hall Hey Road	1.65	0.00	B1, B2, B8	
EMP2.33	EMP68	Novaks	0.52	0.00	B1, B2, B8	
EMP2.36	EMP17	Rising Bridge Business & Enterprise Village	0.56	0.00	B1, B2, B8	
EMP2.37	EMP34	Hollands Bakery & Baxenden Chemicals	5.77	0.00	B2, B8	

Employment Allocation Ref.	Employment Land Study Ref	Site name	Gross Area (ha)	Area available for development (ha)	Use Class	Policy
EMP2.39	EMP63	Freeholds Road	1.04	0.00	B1, B2, B8	
EMP2.40	EMP31	Toll Bar Business Park	0.93	0.00	B1, B2, B8	
EMP2.41	EMP54	Atherton Holme Works	3.06	0.00	B1, B2, B8	
EMP2.42	EMP55	Nun Hills	1.46	0.00	B1, B2, B8	
EMP2.43	EMP56	Acre Mill Road	1.78	0.00	B1, B2, B8	
EMP2.44	EMP57	Ormerods	2.28	0.00	B1, B2, B8	
EMP2.45	EMP58	Broad Clough	1.14	0.00	B1, B2, B8	
EMP2.46	EMP06	Area Occupied By Mill Premises Along River (Plunge Rd)	1.33	0.00	B1, B2, B8	
EMP2.47	EMP41	Stubbins Vale Mill	3.62	0.00	B1, B2, B8	
EMP2.48	EMP43	Georgia Pacific	5.17	0.00	B1, B2, B8	
EMP2.49	EMP44	Cuba Industrial Estate	2.42	0.00	B1, B2, B8	
EMP2.50	EMP46	Riverside Business Park	6.04	0.00	B1, B2, B8	
EMP2.51	EMP20	Forest Mill	0.65	0.00	B1, B2, B8	
EMP2.53	EMP24	Waterfoot Mills	1.84	0.00	B1, B2, B8	
EMP2.54	EMP51	Warth Mill	7.08	0.18	B1, B2, B8	
EMP2.55	EMP53	Hugh Business Park	1.46	0.00	B1, B2, B8	
EMP2.56	EMP69	Bacup Coal Yard	0.41	0.00	B1, B2, B8	
EMP2.57	EMP52	Burnley Road East	0.86	0.00	B1, B2, B8	
EMP2.58	EMP64	Station Road	0.70	0.28	B1, B2, B8	
EMP2.59	EMP65	Spodden Mill	1.85	0.00	B1, B2, B8	
EMP2.60	EMP66	Bridge End Mills	1.87	0.00	B1, B2, B8	
EMP2.61	EMP67	Bridge Mill	1.23	0.00	B1, B2, B8	
EMP2.62	EMP70	Kippax Mill	1.36	0.00	B2, B8	

157.36

4.96

Employment Allocation Ref. Area available for development (ha)	Employment Land Study Ref Use Class	Site name Policy	Gross Area (ha)			
Mixed-Use						
EMP2.5	EMP18	Futures Park	4.59	#	Mixed Use	EMP6
EMP2.22	EMP40	Park Mill	0.86	0.40	Mixed Use	EMP2
EMP2.28	EMP01	Rawtenstall Town Centre Extension	1.57	#	Mixed Use	R2
EMP2.52	EMP21	Isle of Man Mill	1.13	0.51	Mixed Use	EMP2
			8.15	0.91		
Total Potential Employment Allocation			193.64	29.17		

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.

Much 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.

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.

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 will be protected for employment 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:

- (a) whether there would not be an unacceptable reduction on the quantity of employment land supply;
- (b) The proposal does not result in a net loss of jobs;
- (c) the relative suitability of the site for employment and an assessment of the existing provision of the proposed use which clearly identifies a need;
- (d) the location of the site and its relationship to other uses;
- (e) whether the ability to accommodate smaller scale requirements would be compromised;
- (f) there would be a net improvement in amenity;
- (g) the site and/ or buildings are significant 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; and
- (h) 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 accommodate criteria (a)-(h) above and also be subject to:

- (g) convincing evidence of lack of demand through a rigorous and active 12 month marketing period, a strategy for which has previously been agreed by the Council, for employment re-use and employment redevelopment;
- (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 the 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.

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 assists with the creation of new employment opportunities, inward investment and/or secures the retention of existing employment within the Borough will be supported provided that:

- 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 ELR evidences declining employment levels in Rossendale since 1997 and high levels of out-commuting. 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 100m² of new floorspace)), will be permitted in areas where employment is not the principal land use provided there would be no detriment to the amenity of the area in terms of 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 (EMP2.5) new high quality development will be permitted subject to the following:

- a) Comprehensive development of the site is demonstrated through a masterplan;
- b) A phasing and infrastructure delivery schedule for the area; and
- c) An agreed programme of implementation in accordance with the masterplan.

The following uses are considered to be acceptable:

- i. Employment uses comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution);
- ii. Hotel (Use Class C1), Restaurants and cafes (Use Class A3) and drinking establishments (Use Class A4);
- iii. Leisure uses (Use Class D2);
- iv. Retail (Use Class A1);
- v. 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. 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 Stubblee 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 (EMP2.26 and EMP2.34) new high quality development will be permitted subject to the following:

- a) Comprehensive development of the 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. A greenspace and landscape structure
 - b. A movement framework
 - c. Layout considerations
 - d. Parking and garaging
 - e. Appropriate building and hardsurfacing materials
 - f. Maximising energy efficiency in design
 - g. Details of appropriate boundary treatments
 - h. Lighting
 - i. Details of the laying of services, drainage and cables

- j. Bin storage and rubbish collection
 - k. Ecology and nature conservation
 - l. The relationship with the adjacent Irwell Sculpture Trail
 - m. The relationship with the River Irwell
- c) A phasing and infrastructure delivery schedule for the area. The schedule shall include, amongst other elements:
- a. Highway hierarchy
 - b. Bridge over the River Irwell
 - c. Foul and surface water drainage including flood risk mitigation
 - d. Surface water drainage strategy including details of Sustainable Urban Drainage
 - e. Nature conservation and enhancement works
 - f. Provision of footpath and cycle links
 - g. Tree works and tree protection measures
- d) An agreed programme of implementation in accordance with the masterplan.

The following uses are considered to be acceptable:

- i. 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- EMP2.34) and the land between the River Irwell and the East Lancashire Railway (Area B- EMP2.26)) 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.

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. 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.

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.

Chapter 3: Retail

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 in 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 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 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 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 it found that 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 future floorspace at New Hall Hey is considered capable to meet 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 uses² 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:

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

The following mixes of uses are considered to be appropriate:

- i. Retail (Use Class A1);
- ii. Hotel (Use Class C1);
- iii. Restaurants and cafes (Use Class A3);
- iv. Drinking establishments (Use Class A4);
- v. Leisure uses (Use Class D2);
- vi. Employment uses comprising B1 (Business)
- vii. Residential units above ground floor level.

² 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.

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 other policies in this Plan.
- c) Planning permission will 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 uses³ 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

³ 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 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 the year 6 pupils are classified by Public Health England as obese;
- 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 with having high numbers of hot food takeaways, poor diet is linked to obesity, especially in children, and takeaways can be one of the contributors to unhealthy eating patterns.

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 (Manchester Road) of Haslingden and Victoria Parade in Waterfoot and 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 seeks 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.

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

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 the following:

- a) Siting, layout, massing, scale, design, materials, lighting, building to plot ratio and landscaping.
- b) Safeguarding and enhancing the built and historic environment.
- c) Being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.
- d) The scheme will not have an unacceptable adverse impact on neighbouring development by virtue of it being over-bearing or oppressive, overlooking, or resulting in an unacceptable loss of light.
- e) Ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.
- f) Linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.
- g) Demonstration of how the new development will connect to the wider area via public transport, walking and cycling.
- h) Minimising opportunity for crime, and maximising natural surveillance.
- i) Providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, appropriate boundary treatments and enhancing the public realm.
- j) Including public art in appropriate circumstances.
- k) There is no adverse impact to the natural environment, biodiversity and green infrastructure unless suitable mitigation measures are proposed.
- l) That proposals do not increase the risk of flooding on the site or elsewhere, where possible reducing the risk of flooding overall, having regard to the surface water drainage hierarchy.
- m) A Development Brief or Design Code (as appropriate) will be required to support new development (this document will be proportionate to the size of the development) setting out the design principles, the appropriateness of the development in the context of the area and consideration of innovative design.
- n) Where appropriate applications shall be accompanied by an independent Design Stage Review.

- o) Making provision for the needs of special groups in the community such as the elderly and those with disabilities.
- p) Designs that will be adaptable to climate change, incorporate energy efficiency principles and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and
- q) 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. At the same time, 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.

Design briefs or design codes will be required for major development and other sites as appropriate to help deliver high quality proposals and the Council welcomes engagement on design.

Policy ENV2: Heritage Assets

- a) Applications affecting a Heritage Asset or its setting will be granted where it:
 - i. Is in accordance with the Framework and relevant Historic England guidance;
 - ii. Where appropriate, takes full account of the findings and recommendations in the Council's Conservation Area Appraisals;
 - iii. Is accompanied by a robust and thorough Heritage Statement and;

- b) Applications will be granted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they show consideration for the following:
 - i. The conservation of features and elements that contribute to the heritage asset's significance and character. This may include: chimneys, windows and doors, boundary treatments, original roof coverings, earthworks or buried remains, shop fronts or elements of shop fronts in conservation areas, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling and any walls in listed buildings;
 - ii. The use of appropriate materials and design features which respect the asset;
 - iii. A high standard of design that has regards to the positive aspects of the surrounding built form and its wider setting, in terms of design, siting, scale, height and materials used;
 - iv. The reinstatement of features and elements that contribute to the heritage asset's significance which have been lost or damaged;
 - v. The conservation and, where appropriate, the enhancement of the setting of heritage assets;
 - vi. The removal of additions or modifications that are considered harmful to the significance of any heritage asset. This may include the removal of pebbledash, paint from brickwork, non-original style windows, doors, satellite dishes or other equipment;
 - vii. The use of the Heritage Asset should be compatible with the conservation of its significance. Whilst the original use of a building is usually the most appropriate one it is recognised that continuance of this use is not always possible. Sensitive and creative adaptation to enable an alternative use can be achieved and truly innovative design solutions that reinforces local distinctiveness will be positively encouraged;

Development involving the demolition or removal of significant heritage assets or parts thereof will be granted only in exceptional circumstances which have been clearly and convincingly demonstrated to be in accordance with the requirements of the Framework and demonstrates that the public benefits achieved by the proposal outweighs the significance of the heritage assets(s).

Explanation

Rosendale'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 Rosendale's local character and distinctiveness. These heritage assets are an irreplaceable resource and it is essential to protect and enhance them.

Rosendale contains over 270 heritage assets which are protected on Historic England's National Heritage List for England. The protection of heritage assets extends to Rosendale'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 currently consulting on proposals to create 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.

Policy ENV3: Local List

Development proposals which would result in the total or partial loss of a locally listed heritage asset, and which require planning permission, will only be permitted where it can be demonstrated that the benefits of the proposal clearly outweigh the harm.

Extensions and alterations to locally listed buildings and non-designated heritage assets should demonstrate that the proposal:

- Preserves and enhances local identity, character, and the setting of non-designated heritage assets; and
- Is of appropriate design, scale and materials.

Where it can be demonstrated that there are exceptional circumstances to justify the loss of a locally listed building or non-designated heritage asset, the following may be required:

- Any replacement building(s) is to be of comparable quality and design;

- An appropriate level of survey and recording is carried out prior to demolition which may include archaeological excavation.

Explanation

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 England⁴.

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

Policy ENV4: Landscape Character and Quality

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;

⁴ 'Local Heritage Listing- Historic England Advice Note 7' Historic England, May 2016

- 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;
- Retain and, where possible, enhance key views; and
- Retain and restore dry stone walls, vaccary stone flag walls and other boundary treatments which are particularly characteristic of Rossendale.

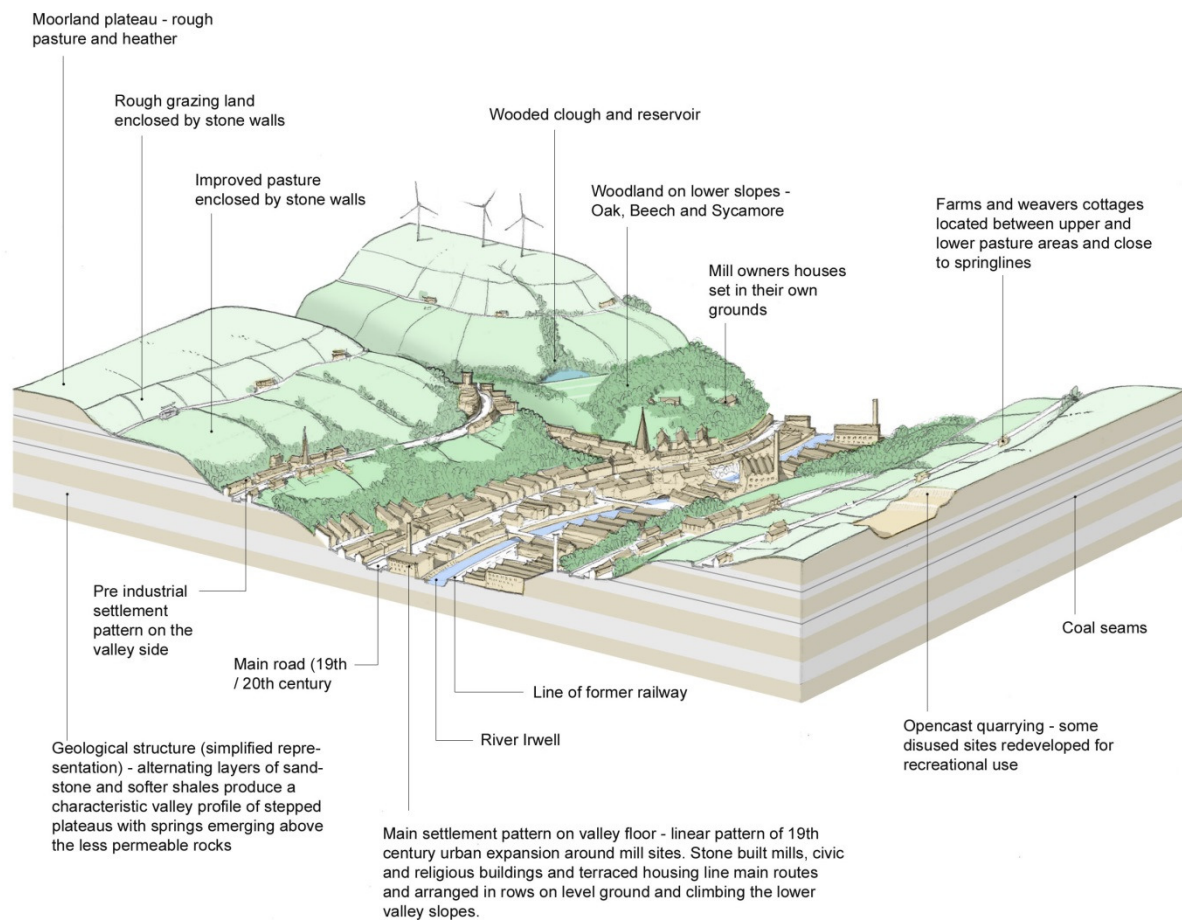
Development proposals should incorporate a high quality of landscape design, implementation and management as an integral part of the new development. Landscaping schemes should provide an appropriate landscape setting for the development and respect the character and distinctiveness of the local landscape.

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 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 cross-section through the Borough is shown in Figure 1.

Figure 1: Typical 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 study⁵ 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

⁵ South Pennines Wind Energy Landscape Study for Rossendale, Burnley, Calderdale, Kirklees and Barnsley Councils, Julie Martin Associates and LUC (October 2014)

landscape character and quality of the immediate and wider context and take steps to 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 ENV5: Biodiversity, Geodiversity and Ecological Networks

Development proposals that have potential to affect a national or locally-designated site and its immediate environs as shown on the Policies Map or protected habitats or species will be expected to be accompanied by relevant surveys and assessments detailing likely impacts, proposals to avoid harm and where possible enhance biodiversity, and where necessary appropriate mitigation and on and off-site compensatory measures to offset the impact of development.

Development proposals should protect areas of biodiversity and ecological networks and where possible enhance sites and linkages. Any unavoidable adverse effects should be 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 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 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 within the development (including within building design).

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, Hodge Clough and West Pennine Moors
- Local Geodiversity Sites(LGS)

County level sites

- Biological Heritage Sites (BHS)

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'. 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 ENV6. 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.

Policy ENV6: Green Infrastructure

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 of 20% 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 refers to the network of Rossendale's multi-functional green spaces, corridors and waterways ("blue infrastructure"), which provide multiple social, economic and environmental benefits, support sustainable development and enhance quality of life. It 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. 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.

Policy ENV7: 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.

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.

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 climate change to reduce emissions.

Policy ENV8: Wind Turbine Areas of Search

Areas of Search for 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. Larger turbines of up to 125m may be considered on the "*High Moorland Plateau Wind Turbine Area of Search*" shown on the Policies Map. Development of new wind turbines would not be supported outside these areas.

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

Explanation

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.

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 *Written Ministerial Statement* on Wind Energy Development (June 2015) indicates that all new Wind Energy development should have the backing of the public, and need to be located in “Areas of Search” shown in the Local Plan.

The Areas of Search 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 wider issues including wind resource.

Wind energy developments would be required to address the detailed requirements of Policy ENV10 on Wind Farms and Individual Turbines.

All areas of the Borough are considered to be potentially suitable for single turbines of up to 25m in height. 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 of up to 125m may be considered on the “*High Moorland Plateau*” Area of Search within or adjacent to the existing Scout Moor Wind Farm shown on the Policies Map but not along the Heald Moor ridge.

Policy ENV9: Wind Farms and Individual Turbines

Proposals for wind farms and individual turbines within Areas of Search shown on the Policies Map will be supported provided that:

- The scale, height and siting of the turbine(s) and all supporting information is appropriate to the area taking into account:
 - The perceived 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;
- Impacts on designated species and ecological assets are avoided or minimised;
- The proposal would not have an unacceptable impact on the setting of a settlement;
- The proposal does not cause significant harm to any designated 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 and 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 energy⁶ highlights the importance of increasing the amount of energy from renewable technologies to help make sure the UK has a secure energy supply, reduce gas emissions to slow down climate change and stimulate investment in new jobs and businesses.

Proposals for wind farms and individual turbines within the Areas of Search in Policy ENV9 need to address the criteria in this policy to ensure the development is acceptable.

The Council's Wind energy in the Landscape study⁷ 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. Generic good practice in siting, layout and design of wind energy developments in the landscape, and on assessing the landscape, visual and cumulative impacts of wind energy developments can be found in Appendix 3 and Appendix 4 of the Council's wind energy study and in national guidance on renewable energy.

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.

⁶ Renewable and low carbon energy, Department for Communities and Local Government, Planning Practice Guidance, 18 June 2015

⁷ South Pennines Wind Energy Landscape Study by Julie Martin Associates (2014)

Overall, proposals will need to demonstrate no unacceptable impacts and that any potential harm is being mitigated and minimised. Community concerns need to particularly be taken into account and addressed. New wind turbines proposed outside Areas of Search or above the indicated size thresholds will be resisted.

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 ENV10: Other forms of Renewable Energy generation

The Council will take a positive approach to renewable energy proposals in the Borough including solar and hydro-electric schemes subject to the Authority being satisfied that any negative impacts, including of any supporting infrastructure, can be minimised.

Explanation

The increasing efficiency of solar panels and lower costs of production mean that this is an increasingly attractive form of energy generation. 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 and registered parks;
- 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.

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 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 latest Mineral and Waste Local Plan policies and associated SPD's on this topic when making its response.

Policy ENV11: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality

All Development proposals will be required to consider and address flood risk from all sources. Planning permission will only be granted for proposals which would not be subject to unacceptable flood risk or materially increase the risks elsewhere. This 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.

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.

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 should also consider the incorporation of SuDS into the design of the scheme in accordance with the drainage hierarchy set out within the Framework. Any drainage proposal 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.

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 Rossendale⁸. 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.

⁸ Rossendale Hybrid Level 1 and Level 2 Strategic Flood Risk Assessment, JBA Consulting, November 2016

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.

Policy ENV12: 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, including but not limited to ancient and veteran trees. 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 lie within a development site, they should wherever possible be incorporated effectively within the landscape elements of the scheme

Development proposals should:

- a) not result in the loss of trees or woodland which are subject to a Tree Preservation Order or which are considered worthy of protection;
- b) not give rise to a threat to the continued well-being of retained trees, woodlands or hedgerows;
- c) 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;

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

Rossendale 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 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

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 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; or
- In the case of school playing fields, 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 for the local community.

Playing pitches 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.

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).

School Playing pitches perform an important role in supporting the fitness of pupils. 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.

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.

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.

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 tourist 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 and sites used for camping and caravanning. 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, 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;
- 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's 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

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;
- 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, especially the gyratory in Rawtenstall;
- Promoting sustainable transport solutions to address congestion and air pollution;
- 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.

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 to examine ways to improve traffic flows and work with the Highways Agency to ensure the effective management of the A56/M66 corridor.

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 transport solutions will be integrated into developments and towns where there are opportunities to do so to facilitate safe and easy access for all.

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:

- a) Are integrated with existing routes to facilitate access on foot, by bicycle and by horse;
- b) Where appropriate, identify gaps in the existing network and map potential new link routes, particularly in areas where there is a high level of demand;
- c) Facilitate access to the network of footpaths, bridleways and cycleways by requiring new development adjacent to existing pedestrian, bridleway or cycle routes to provide direct, safe and secure links to these routes where possible.
- d) Do not harm residential amenities;
- e) Do not harm nature conservation interests;
- f) Take into account the needs of agriculture;
- g) Are located and designed to minimise the risk of crime;
- h) Have regard to the needs of people with impaired mobility; and
- i) Have regard to other users of the route and vehicular traffic.
- j) The development would not reduce, sever or adversely affect the use, amenity or safety of a Public Right of Way (PROW), or prejudice the planned development of the network, if acceptable provision is made to mitigate those effects, or divert or replace the right of way before the development commences. Any replacement or diverted PROW must be no less convenient or safe, and of no lower quality than the facility being replaced;

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 urban areas 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 urban area 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, 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. 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.

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 standards are maxima with the exception of cycles, mobility impaired and motorcycles which are minimum standards and are based on net floor area.

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 500m² 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

Land Use	Standard	Accessibility reduction
A1 Retail		
Food	1:14m ²	1:15-1:22m ²
Non Food	1:20m ²	1:21-1:31m ²
A2 Financial/Professional	1:30m ²	1:31-1:48m ²
A3 Restaurants	1:5m ²	1:5-1:7.5m ²
A4 Drinking Premises	1:5m	1:5-1:7.5m ²
A5 Hot Food Takeaways	1:8m ²	1:8.5-1:12m ²
B1 Offices/Light Industry		
Offices	1:30m ²	1:31-1:48m ²
Call Centres	1:30m ²	1:31-1:48m ²
Research and development	1:30m ²	1:31-1:48m ²
Light Industry	1:30m ²	1:31-1:48m ²
Business Parks	1:35m ²	1:37-1:54m ²
B2 General Industrial	1:45m ²	1:47-1:69m ²
B8 Storage and Distribution	1:100m ²	1:105-1:154m ²
C1 Hotels & Boarding Houses	1 per bedroom including staff	n/a
C2 Residential Institutions		
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

C3 Residential

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

D1 Non residential institutions

Medical and Health centres	1 per 2 staff plus 4 per consulting room	via Travel Plan
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Crèches/Nursery/Day Centres	1 per member of staff plus drop-off zone	via Travel Plan
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Higher and Further Education	1 per 2 staff plus 1 per 10 students	via Travel Plan
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Primary and Secondary Schools	2 per classroom	via Travel Plan
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Sixth Forms	1 per 2 staff plus 1 per 10 students	via Travel Plan
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Training and Conference Centres	1:35m ²	1:37-1:54m ²
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Art Galleries, Museums, Libraries	1:30m ²	1:31-1:48m ²
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Public Halls/Places of Worship	1:10m ²	1:10.5-1:15m ²
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D2 Assembly and Leisure

Cinemas and Concert Halls	1 per 5 seats	1:5-1:8 seats
Other leisure buildings	1:22m ²	1:23-1:33m ²
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 ²	1:42-1:54m ²
Car Sales	1:50m ² internal area	n/a
Vehicle repairs	1:50m ²	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		
Walking	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m <300m <500m >500m	5 3 1 0			
	Distance to nearest railway station from main entrance to building	<400m <1km >1km	3 2 0			
	(only relevant if commuter rail link opens)					
	Cycling	Proximity to defined cycle routes	<100m <500m <1km	3 2 1		
		Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	Urban/ Suburban 15 minutes or less 30 minutes or less >30 minutes	5 3 1	
			Villages and Rural			
			Hourly or less 2 Hourly or less 1 or more per day	5 2 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	10 minutes or less	2
	15 minutes or less	1

Other

Travel reduction Opportunities	Facilities on site or within 100 metres that reduce the need to travel:	
	* food shop/café	1
	* newsagent	1
	* crèche	1
	* other	1

Total Aggregate Score

High = 24-30

Medium: 16-23

Appendix 2: Environmental Network Study Diagram

