



Hyndburn Borough Council

**Integrated Impact Assessment of
Hyndburn 2037: The Local Plan
Regulation 19 Consultation
(Pre-Submission)**

Final report

Prepared by LUC

November 2023

Hyndburn Borough Council

Integrated Impact Assessment of Hyndburn 2037: The Local Plan Regulation 19 Consultation (Pre-Submission)

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Chapter 1

Introduction

Hyndburn Borough Council (HBC) commissioned LUC to carry out an Integrated Impact Assessment (IIA), comprising Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) of Hyndburn 2037: The Local Plan (hereafter referred to as 'the Hyndburn Local Plan').

1.1 The HIA and EqIA are presented as part of the SA and references to the IIA should be taken as incorporating SA, SEA, HIA and EqIA. The Habitats Regulation Assessment (HRA) has been carried out and reported on separately although its main findings will be reflected in the IIA, where relevant.

1.2 The Hyndburn Local Plan document is currently at the Regulation 19 (Pre-Submission) Consultation stage of the plan-making process. This IIA Report should therefore be read in conjunction with the Regulation 19 (Pre-Submission) Local Plan.

Geographical context for Hyndburn 2037: The Local Plan

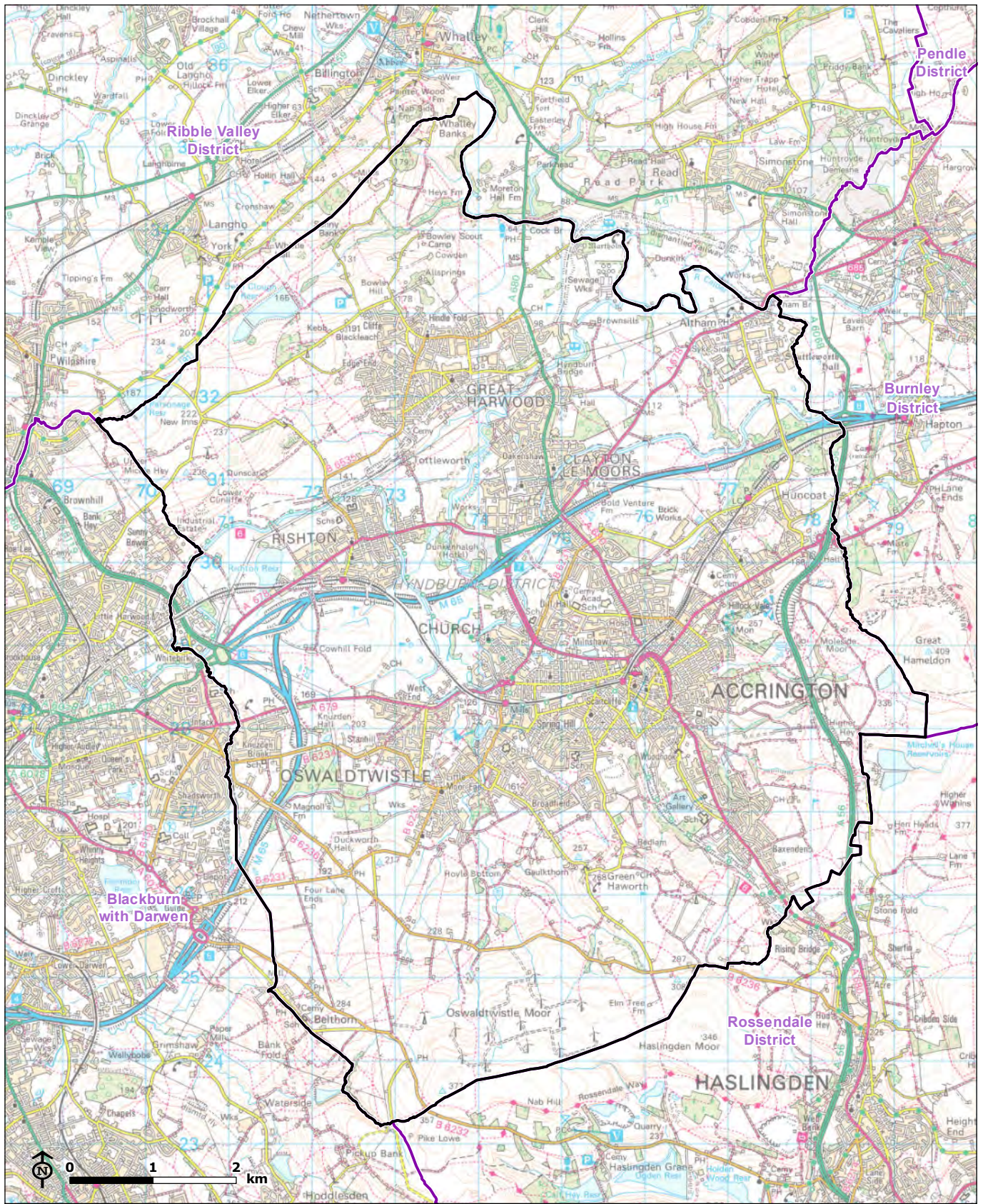
1.3 The Borough of Hyndburn is situated in the east of the County of Lancashire, forming part of the 'Pennine Lancashire' area, close to the border with West Yorkshire and Greater Manchester. Hyndburn lies in the foothills and valleys on the western edge of the Pennine Hills. Hyndburn shares its boundaries with four local authorities, Burnley to the east, Blackburn with Darwen to the west, Rossendale to the south, and Ribble Valley to the north.

1.4 The principal town in Hyndburn is Accrington, which includes the townships of Oswaldtwistle, Church, Clayton le Moors, Baxenden and Huncoat. Other distinct settlements located within the Borough boundary include Great Harwood, Rishton and Altham. These urban areas are located close together, physically separated by only very narrow stretches of countryside in places, predominantly designated as Green Belt. Approximately 54% of the 73km² (28.1 sq. mile) Borough comprises land in the Lancashire Green Belt.

1.5 Lying in the foothills of the western edge of the Pennines, the Borough can broadly be categorised into the lower lying valleys around the towns of Accrington, Rishton and Great Harwood which are home to the industrial areas and the more rural uplands. Parts of the rural uplands can be characterised as moorland fringe landscape and, as the altitude rises towards the south-west corner of the Borough, the landscape becomes moorland hills, whilst that in the south-east area of the Borough is home to enclosed uplands.

1.6 The location and extent of Hyndburn Borough, the plan area, is shown in **Figure 1.1** overleaf.

1.7 Current trends in relation to the various social, economic and environmental issues affecting Hyndburn are described in more detail in **Chapter 3** and **Appendix B**.



- Hyndburn Borough Council
- Other Local Authority

**IIA of Hyndburn 2037:
The Local Plan**

Figure 1.1: Location

LUC

HYNBURN
The place to be
an excellent council

Map Scale @ A4: 1:65,000

Hyndburn 2037: The Local Plan

1.8 The new Hyndburn Local Plan will outline how the Borough will develop and grow over the next 15 years (to 2037). Once complete, it will replace the 2012 Core Strategy.

A number of notable events have occurred during the plan making process including:

- significant changes in the national planning policy picture, Brexit and the COVID-19 pandemic; and,
- the need to align the emerging Local Plan with the Huncoat Garden Village Masterplan Framework and Infrastructure Delivery Strategy (October 2021)¹.

1.9 It has been necessary to prepare additional evidence base documents to support the development of the Hyndburn Local Plan including:

- Habitats Regulation Assessment (HRA);
- Open Space Audit;
- Strategic Flood Risk Assessment (SFRA); and,
- Landscape Study of the Borough.

1.10 The Development Plan for Hyndburn comprises the Hyndburn Local Plan, the Development Management DPD, and the Accrington Area Action Plan DPD:

- **The Development Management DPD²:** Adopted on 11th January 2018. The Development Management DPD sets the detailed policy framework for the whole Borough,

guiding decision making in relation to planning applications.

- **The Accrington Area Action Plan DPD³:** Adopted on 19th January 2012 (prepared in parallel with the Core Strategy), the Accrington Area Action Plan (AAP) sets the specific policy framework and regeneration plans for Accrington town centre. A review of the Accrington AAP was undertaken in 2018 to determine whether the DPD required a formal update. HBC concluded that it was not necessary to review any specific elements of the Accrington AAP.

1.11 HBC has merged the former Core Strategy Review and Site Allocations Development Plan Document to form a single Local Plan document i.e., 'Hyndburn 2037: The Local Plan', for the Regulation 19 (Pre-Submission) Consultation stage. The previous stages in the plan making process comprised:

- The publication of the Core Strategy Review – Scoping Assessment⁴, the Core Strategy Review Growth Options and Spatial Options Consultation Paper⁵, the Site Allocations DPD Scoping and Site Assessment Methodology⁶ and the associated Regulation 18(1) SA Report⁷ (LUC, 2018) on 28th February 2018 for consultation for a six-week period.
- The publication of Hyndburn 2036: Core Strategy Review Development Plan Document Regulation 18 Consultation Draft⁸ and its associated Regulation 18(2) SA Report⁹ (LUC, 2019) on 26th February 2019 for consultation for a six-week period.

¹ ARCADIS (2021) Huncoat Garden Village Masterplan Framework and Infrastructure Delivery Strategy (pdf) Available at: https://www.hyndburnbc.gov.uk/download-package/huncoat-garden-village-masterplan-framework-downloads/?wpdmdl=40375&ind=e30Ut-zs-BwdlFfbNKcl2iUXhcjgMXwx--mi8VqnoA2VkvC7GQI5ptt8bGY3x0e-l_65URdFnJWiKW6Yy1KBDUvMTuYPO7kchmtLDevITqw

² Hyndburn Borough Council (2018) Development Management Plan Development Plan Document (online) Available at: <https://www.hyndburnbc.gov.uk/dmdpd/>

³ Hyndburn Borough Council (2012) Accrington Area Action Plan Development Plan Document (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/adopted-accrington-area-action-plan/>

⁴ Hyndburn Borough Council (2018) Core Strategy Review – Core Strategy Policies Scoping Assessment (online) Available at: https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper-1/?wpdmdl=15673&ind=0DLdVnKnXQ1fyqK5PsE5meli709HP9dGHL_YK8VdD6oC8StYUhlMAXVDln5EsJlidlwe2TYKJ7P9eFaWMH-Ec5Y-HXo6e0hoGfaNB6lTp2lI6etKHXAa7BtB-2Q7QpFDo

⁵ Hyndburn Borough Council (2018) Core Strategy Review – Growth Options and Spatial Options (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper->

2/?wpdmdl=15675&ind=So4CKX0uIQ2oCdztBZrorjHBsSL2PNCbOaNI0fllKcexZso2YeJBOWdRo6A42XoI-SgG7VKZMX1Ogk6zAMNabqjmRkAnBijvwPtSJZ2dQKqSnHY8Z1lcN_NBmCkFhqvq

⁶ Hyndburn Borough Council (2018) Site Allocations DPD – Scoping and Site Assessment Methodology (online) Available at: https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper-3/?wpdmdl=15677&ind=fumAkMnExQorUNIVcirE511eBTnRzH7YDV7xGz7YoaJkOufFJK9UAxdwm1fvfIbd9SnDqGzOwpVnkkV4xp6GIJYz7qzFrLwAG8QRsHUsQHHD7NyAa5eh-xS1cmh_fLaI

⁷ LUC (2018) Sustainability Appraisal of the Hyndburn Local Plan Core Strategy Review and Site Allocations DPD (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-sustainability-appraisal/>

⁸ Hyndburn Borough Council (2019) Hyndburn 2036: Core Strategy Review Development Plan Document Regulation 18 Consultation Draft (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/core-strategy-review-reg18-feb19/>

⁹ LUC (2019) Sustainability Appraisal of the Hyndburn Borough Council Core Strategy Review and the Site Allocations DPD (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/sustainability-appraisal-of-the-core-strategy-review-and-site-allocations-dpd-feb19/>

- The publication of Hyndburn 2036: Gypsy and Traveller Policy and Site Options Consultation Paper¹⁰ and its associated Regulation 18(3) SA Report¹¹ (LUC, 2019) on 16th December 2019 for consultation for a six-week period.

The Regulation 19 Local Plan

The Hyndburn Local Plan sets out the strategic policy framework for the development of Hyndburn up to 2037 and contains a Vision, five strategic objectives, the Spatial Development Strategy (containing three policies), 22 thematic policies, six Local Plan Areas policies and 17 site-specific policies (four policies relating to employment sites and 13 policies relating to housing sites).

1.12 Chapter 2 of the Hyndburn Local Plan outlines the Vision for Hyndburn to 2037 supported by five strategic objectives. Chapter 3 describes the Spatial Development Strategy for the Borough, setting out the principles of sustainable development and identifying a hierarchy of settlements where proportionate growth will be directed. This chapter contains three policies relating to the Spatial Development Strategy, the development of Huncoat Garden Village (designated as a Housing Zone by Homes England), and the requirement for planning obligations.

1.13 Chapters 4-10 of the Hyndburn Local Plan relate to the following topics:

- **4. The Economy and Town Centres** seeks to deliver a strong, resilient and diverse economy and retail offer in the Borough. This chapter includes sites allocated to meet local employment needs including existing employment sites. It sets out the amount of employment land to be delivered i.e. 59 hectares over the plan period focusing on the M65 corridor. It also sets out the hierarchy of town centres in the Borough:
 - Tier 1: Strategic Town Centre (Accrington).
 - Tier 2: Town Centres (Great Harwood, Oswaldtwistle).
 - Tier 3: Local Centres (Clayton-le-Moors, Rishton, Huncoat).
 - Tier 4: Neighbourhood Centres / Local Parades (Baxenden, Church - Blackburn Road, West End,

Woodnook, Whalley Road - Laneside, Whalley Road - Enfield.

- Other commercial centres are identified at The Peel Centre in Whitebirk and Oswaldtwistle Mills.

- **5. Community Infrastructure** seeks to ensure that development is delivered in conjunction with community infrastructure including open spaces, healthcare, education, sports, cultural and community facilities and that new development financially contributes towards the provision of community infrastructure.
- **6. Housing** seeks to ensure the delivery of high-quality, sustainable housing of different types and tenures, built to incorporate 'active design' principles to enable people to lead active lives. This chapter sets out the quanta of housing growth over the plan period i.e. 3,104 dwellings (equivalent to an average of 194 dwellings per year). It also includes the approach to affordable housing provision, housing density, self-build and accommodation to meet the needs of the Gypsy and Traveller communities.
- **7. Protecting and Enhancing the Environment** seeks to ensure that development is of a high quality and design which is considerate of local character and designated / local heritage assets. Development is required by policies in this chapter to conserve and, where possible, enhance the Borough's natural, built and cultural heritage assets. The policies in this chapter require development to mitigate the likely effects of climate change and minimise negative impacts on the environment, for example by supporting proposals that develop/incorporate renewable energy and low carbon infrastructure and ensuring development does not increase flood risk in the plan area. Moreover, developments are encouraged to incorporate sustainable drainage systems, improve water efficiency standards and include greenspace and green infrastructure.
- **8. Accessibility and Transport** seeks to ensure that Hyndburn's transport network is well connected ensuring efficient movement of people throughout the Borough. Development is also required by the policies in this chapter to deliver sustainable and safe transport infrastructure which will contribute to healthy and inclusive communities over the plan period. Policies from this chapter also encourage improvements of the rail

¹⁰ Hyndburn Brough Council (2019) Hyndburn 2036: The Local Plan - Gypsy and Traveller Policy and Site Options Consultation Paper (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-gypsy-and-traveller-policy-consultation-reg18-3-dec19/>

¹¹ LUC (2019) Sustainability Appraisal of the Gypsy and Traveller Policy and Site Options Consultation Paper (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-gypsy-and-traveller-policy-consultation-reg18-3-dec19/>

network, the motorway and trunk road network. Moreover, much focus is also given to ensuring sustainable transport provision, for example connecting developments with existing cycle and pedestrian routes.

- **9. Rural Areas** seeks to protect the character, openness and distinctiveness of the Green Belt and Countryside Areas in the Borough, avoiding urban sprawl and coalescence of settlements.
- **10. Local Plan Areas** reflects the relationship of the spatial development strategy and the characteristics of each of the six individual Local Plan Areas: Accrington Central, Baxenden and Church; Clayton-le-Moors and Altham; Great Harwood; Huncoat; Rishton and Whitebirk; and Oswaldtwistle and Knuzden.

1.14 Chapters 11 and 12 set out the site-specific policies for the employment, mixed-use and housing allocations in the Local Plan:

- **11. Site-Specific Policies (Employment allocations)** sets out additional requirements and considerations for sites which have been identified as new employment land allocations including:
 - Policy EP1: Land to the South of Altham Business Park (site EMP3).
 - Policy EP2: Land between Blackburn Road and M65 slipway (site EMP4).
 - Policy EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (site EMP5).
 - Policy EP4: Land north of railway line between Sidebeet Lane and Leeds and Liverpool Canal (site EMP6).
- **12. Site-Specific Policies (Housing allocations)** sets out additional development requirements and considerations for all large sites including:
 - Policy HP1: Land at Charter Street (site H2).
 - Policy HP2: Land at Hopwood Street (site H4).
 - Policy HP3: Woodhook Works, Bath Street (site H5).
 - Policy HP4: Land north of Sandy Lane (site H7).
 - Policy HP5: Ringstonhalgh Farm (site H9).
 - Policy HP6: Clayton Triangle (site H10).

- Policy HP7/M-UP1: Land bound by Park Road, Balfour Road, Wood Street and Heys Lane (site MU1).
- Policy HP8: Land to the South of Moorfield Avenue, off Burnley Lane, Huncoat (site H15).
- Policy HP9: Land south of Stanhill Road, Knuzden (site H16).
- Policy HP10: Land off Brookside Lane/Nook Lane, Oswaldtwistle (site H17).
- Policy HP11: Land at Rhoden Road (site H19).
- Policy HP12: Land to the northeast of Cut Lane (site H20)
- Policy HP13: Land off Fielding Street and Barn Meadow Crescent (site H22).

1.15 Chapter 13 of the Hyndburn Local Plan relates to monitoring the effectiveness of the Local Plan once adopted and does not contain any policies. The chapter sets out that, in addition to annual reporting through the Annual Monitoring Report, HBC will undertake a full review of the plan every five years.

1.16 The IIA will form a key role in shaping the policies for the Local Plan. It will also form a key part of the evidence base. Other evidence base studies in support of the Hyndburn Local Plan include: the Strategic Housing Market Assessment & Housing Needs Study; Employment Land Study; Retail Study; Strategic Housing Land Availability Assessment; Economic Viability Study; Green Belt Assessment; Housing and Economic Needs Assessment; Gypsy and Traveller Accommodation Assessment; Habitats Regulations Assessment; Open Space Audit; Landscape Study Stage 1 and Stage 2 Reports; Strategic Flood Risk Assessment Level 1; and, Playing Pitch Assessment and Strategy. These evidence base studies have also informed the IIA, where appropriate.

Sustainability Appraisal and Strategic Environmental Assessment

1.17 Under Section 19 of the Planning and Compulsory Purchase Act 2004¹², SA is mandatory for Development Plan Documents, including Local Plans. For these documents it is also necessary to conduct an environmental assessment in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)¹³, as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI

¹² Planning and Compulsory Purchase Act 2004

¹³ The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)

2018/1232)¹⁴. As set out in the explanatory Memorandum accompanying the Brexit amendments¹⁵, they are necessary to ensure that the law functions correctly following the UK's exit from the EU. No substantive changes are being made by this instrument to the way the SEA regime operates. Therefore, the SEA Regulations remain in force, and it is a legal requirement for the Hyndburn Local Plan to be subject to SA and SEA throughout its preparation.

1.18 The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process (as advocated in the Government's Planning Practice Guidance¹⁶), whereby users can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken by Hyndburn Borough Council. This report fulfils also a number of purposes additional to SA, to more comprehensively address the topics of equalities (via an Equalities Impact Assessment – EqIA) and health (via a Health Impact Assessment – HIA), as described under the headings below. From here on, the term 'IIA' should therefore be taken to mean 'SA incorporating the requirements of the SEA Regulations, EqIA and HIA'.

The main stages in IIA are as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope.
- **Stage B:** Developing and refining options and assessing effects.
- **Stage C:** Preparing the IIA Report.
- **Stage D:** Consulting on the Local Plan and the IIA Report.
- **Stage E:** Monitoring the significant effects of implementing the Local Plan

IIA guidance

1.19 In accordance with the Government's Planning Practice Guidance on SEA/SA, this IIA Report is proportionate and relevant to the Hyndburn Local Plan, focussing on what is needed to assess likely significant effects¹⁷. It also takes account of the National Planning Policy Framework (NPPF) and the emphasis it places on achieving sustainable development. This IIA Report follows key legislation, policy and guidance including:

- Directive 2001/42/EC on the assessment of the effects of certain plans, and programmes on the environment i.e. the SEA Directive¹⁸;
- The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)¹⁹, as amended by the Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232)²⁰;
- Strategic Environmental Assessment and Sustainability Appraisal National Planning Practice Guidance²¹;
- A Practical Guide to the Strategic Environmental Assessment Directive²²;
- Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment²³;
- Guidance on Strategic Environmental Assessment/Sustainability Appraisal and the Historic Environment²⁴;
- Strategic Environmental Assessment: Improving the effectiveness and efficiency of Strategic Environmental Assessment/Sustainability Appraisal for land use plans²⁵;

¹⁴ The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232)

¹⁵ Explanatory Memorandum to the Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 No. 1232

¹⁶ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government (2015, updated 2020) Strategic environmental assessment and sustainability appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

¹⁷ Department for Levelling Up, Housing and Communities (2020) Guidance – Strategic Environmental Assessment and Sustainability Appraisal (online) Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

¹⁸ Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)

¹⁹ The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)

²⁰ The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232)

²¹ Department of Levelling Up, Housing and Communities (2020) Strategic Environmental Assessment and Sustainability Appraisal National Planning Practice Guidance (online) Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

²² Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive (pdf) Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

²³ Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment (2013) (pdf) Available at: <https://ec.europa.eu/environment/eia/pdf/SEA%20Guidance.pdf>

²⁴ Historic England (2016) Sustainability Appraisal and Strategic Environmental Assessment (online) Available at: <https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>

²⁵ RTPI (2018) Strategic Environmental Assessment: Improving the effectiveness and efficiency of SEA/SA for land use plans (pdf) Available at: <https://www.rtpi.org.uk/media/1822/sea-sapracticeadvicefull2018c.pdf>

- Draft Guidance on Assessing Health Impacts in Strategic Environmental Assessment²⁶; and
- Health Impact Assessment in spatial planning: A guide for local authority public health and planning teams²⁷.

Appraisal work undertaken to date

1.20 IIA is an iterative process that informs plan-making by assessing developing elements of the Local Plan, evaluating and describing the likely significant effects of implementing the plan, and suggesting possibilities for mitigating significant adverse effects and enhancing positive effects. As the Hyndburn Local Plan develops, stages and tasks in the IIA

process may be revisited, updated or refreshed in order to take account of updated or new evidence as well as consultation representations. The IIA of the Hyndburn Local Plan has been undertaken in this iterative way.

1.21 Table 1.1 summarises the stages of the Hyndburn Local Plan preparation and the accompanying SA/IIA Reports that have been prepared and consulted on. Note that up to the Regulation 19 Consultation stage, SA Reports were prepared to accompany the Local Plan documents. HBC decided to prepare an Integrated Impact Assessment (SA, SEA, EqIA and HIA) of the Pre-Submission Local Plan.

Table 1.1: Hyndburn Local Plan and IIA stages and consultation documents

Hyndburn 2037: The Local Plan consultation stage and documents	IIA consultation stage and documents
Evidence gathering Preparing evidence base documents Call for Sites (open from 2015 to January 2020)	SA Scoping Report Consultation: 20 th November 2017 – 25 th December 2017
Regulation 18(1) Consultation Documents	
Core Strategy Review: Core Strategy Policies Scoping Assessment ²⁸ Core Strategy Review: Growth Options and Spatial Options Consultation Paper ²⁹ Site Allocations DPD: Scoping and Site Assessment Methodology ³⁰ Consultation: 28 th February 2018 – 11 th April 2018	SA Report of the Core Strategy Review and Site Allocations DPD: Regulation 18(1) Consultation ³¹ Consultation: 28 th February 2018 – 11 th April 2018
Regulation 18(2) Consultation Documents	

²⁶ United National Economic and Social Council (2020) Draft guidance on assessing health impacts in Strategic Environmental Assessment (online) Available at: <https://unece.org/environment/documents/2021/08/working-documents/draft-guidance-assessing-health-impacts-strategic>

²⁷ Public Health England (2020) Health Impact Assessment in spatial planning: A guide for local authority public health and planning teams (pdf) Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf

²⁸ Hyndburn Borough Council (2018) Core Strategy Review – Core Strategy Policies Scoping Assessment (online) Available at: https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper-1/?wpdmdl=15673&ind=0DLDVnKnXQ1fyqK5PsE5meli709HP9dGHL_YK8VdD6oC8StYUhiMAXVDIn5EsJliidlwe2TYKJ7P9eFaWMH-Ec5Y-HXo6e0hoGfaNB6ITp2II6etKHXAa7BtB-2Q7QpFD0

²⁹ Hyndburn Borough Council (2018) Core Strategy Review – Growth Options and Spatial Options (online) Available at: https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper-2/?wpdmdl=15675&ind=So4CKX0uIQ2oCdztBZrorjHBsSL2PNCbOaNIff0fllKcexZso2YeJBOWdRo6A42Xol-SgG7VKZMX1Ogk6zAMNabqjmRkAnBijvwPtSJZ2dQKqSnHY8Z1IcN_NBmCkFhgvg

³⁰ Hyndburn Borough Council (2018) Site Allocations DPD – Scoping and Site Assessment Methodology (online) Available at: https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-consultation-paper-3/?wpdmdl=15677&ind=fumAkMnExQorUNIVcirE511eBTnRzH7YDV7xGz7YoaJkOufFjk9UAxdwm1fvFlbd9SnDqGzOwpVnkkV4xp6GIJYz7qzFrLwAG8QRsHUsQHHD7NyAa5eh-xS1cmh_fLaI

³¹ LUC (2018) Sustainability Appraisal of the Hyndburn Local Plan Core Strategy Review and Site Allocations DPD (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-consultation-feb18-sustainability-appraisal/>

Hyndburn 2037: The Local Plan consultation stage and documents	IIA consultation stage and documents
<p>Core Strategy Review DPD Regulation 18(2) Consultation Draft³²</p> <p>Site Allocations DPD: Regulation 18(2) Consultation Draft³³</p> <p>Consultation: 26th February 2019 – 8th April 2019</p>	<p>SA Report of the Core Strategy Review and Site Allocations DPD³⁴</p> <p>Consultation: 26th February 2019 – 8th April 2019</p>
Regulation 18(3) Consultation Document	
<p>Gypsy and Traveller Policy and Site Options Consultation Paper³⁵</p> <p>Consultation: 16th December 2019 – 27th January 2020</p>	<p>SA Addendum Report of the Gypsy and Traveller Policy and Site Options Consultation Paper³⁶</p> <p>Consultation: 16th December 2019 – 27th January 2020</p>
Regulation 19 (Pre-Submission) Consultation Document	
<p>Hyndburn 2037: The Local Plan Regulation 19 (Pre-Submission) Consultation</p> <p>Consultation: November 2022 – January 2023</p>	<p>IIA Report of the Pre-Submission Hyndburn 2037: The Local Plan (this report)</p> <p>Non-Technical Summary of the IIA Report of the Pre-Submission Hyndburn 2037: The Local Plan (November 2023)</p>
Examination	
Expected submission for examination in autumn/winter 2023	
Main Modifications (if required)	
Main Modifications to Hyndburn 2037: The Local Plan	IIA Report of the Main Modifications to Hyndburn 2037: The Local Plan
Adoption	
Hyndburn 2037: The Local Plan	SEA Statement

Meeting the requirements of the SEA Regulations

1.22 Table 1.2 overleaf signposts how the requirements of the SEA Regulations have been met within this IIA Report.

³² Hyndburn Borough Council (2019) Hyndburn 2036: Core Strategy Review Development Plan Document Regulation 18 Consultation Draft (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/core-strategy-review-reg18-feb19/>

³³ Hyndburn Borough Council (2019) Site Allocations DPD – Regulation 18 (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/site-allocations-dpd-reg18-feb19/>

³⁴ LUC (2019) Sustainability Appraisal of the Hyndburn Borough Council Core Strategy Review and the Site Allocations DPD (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/sustainability-appraisal-of-the-core-strategy-review-and-site-allocations-dpd-feb19/>

³⁵ Hyndburn Borough Council (2019) Hyndburn 2036: The Local Plan - Gypsy and Traveller Policy and Site Options Consultation Paper (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-gypsy-and-traveller-policy-consultation-reg18-3-dec19/>

³⁶ LUC (2019) Sustainability Appraisal of the Gypsy and Traveller Policy and Site Options Consultation Paper (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/local-plan-gypsy-and-traveller-policy-consultation-reg18-3-dec19/>

Table 1.2: Meeting the requirements of the SEA Regulations

SEA Regulations requirement	Where this requirement is covered in this IIA Report
Regulation 12 and Schedule 2	
Information for Environmental Reports	
<p>Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation (Regulation 12(1)).</p> <p>The report shall identify, describe and evaluate the likely significant effects on the environment of:</p> <ul style="list-style-type: none"> ■ implementing the plan or programme; and ■ reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (Regulation 12(2)). <p>The information required by Schedule 2 of the SEA Regulations is set out below, indicating which part(s) of the IIA Report provide that information:</p>	<p>This IIA Report constitutes the 'full' environmental report produced to accompany the Regulation 19 (Pre-Submission) Consultation Hyndburn Local Plan.</p>
<p>1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.</p>	<p>Chapter 1, Chapter 3 and Appendix B of this IIA Report.</p>
<p>2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</p>	
<p>3. The environmental characteristics of areas likely to be significantly affected.</p>	
<p>4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.</p>	
<p>5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation.</p>	
<p>6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary, cumulative and synergistic effects, on issues such as:</p> <ul style="list-style-type: none"> (a) biodiversity; (b) population; (c) human health; (d) fauna; (e) flora; (f) soil; (g) water; (h) air; (i) climatic factors; (j) material assets; (k) cultural heritage, including architectural and archaeological heritage; 	<p>Chapter 4, Chapter 5, Appendix E and Appendix G of this IIA Report.</p>

SEA Regulations requirement	Where this requirement is covered in this IIA Report
(l) landscape; and (m) the interrelationship between the issues referred to in sub-paragraphs (a) to (l).	
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Chapter 4 and Chapter 5 of this IIA Report.
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 2 and Appendix C of this IIA Report.
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Chapter 6 of this IIA Report.
10. A non-technical summary of the information provided under paragraphs 1 to 9.	A separate Non-Technical Summary has been prepared to accompany this IIA Report.
<p>The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:</p> <ul style="list-style-type: none"> ■ current knowledge and methods of assessment; ■ the contents and level of detail in the plan or programme; ■ the stage of the plan or programme in the decision-making process; and ■ the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment. <p>(Regulation 12(3))</p>	Addressed throughout this IIA Report.
<p>When deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible Authority shall consult the consultation bodies.</p> <p>(Regulation 12(5))</p>	Consultation on the SA Scoping Report was undertaken with the relevant statutory environmental bodies and other interested parties from Monday 20 th November 2017 to Monday 25 th December 2017.
Regulation 13	
<p>Every draft plan or programme for which an environmental report has been prepared in accordance with regulation 12 and its accompanying report (“the relevant documents”) shall be made available for the purposes of consultation in accordance with the following provisions of this regulation (Regulation 13(1)).</p> <p>As soon as reasonably practical after the preparation of the relevant documents, the responsible Authority shall:</p> <ul style="list-style-type: none"> ■ send a copy of those documents to each consultation body; ■ take such steps as it considers appropriate to bring the preparation of the relevant documents to the attention of the persons who, in the Authority’s opinion, are affected or likely to be affected by, or have an interest in the decisions involved in the 	<p>Consultation on the Core Strategy Review – Scoping Assessment; the Core Strategy Review – Growth Options and Spatial Options Consultation Paper; the Site Allocations DPD Site Assessment Methodology; and the accompanying SA Report was undertaken from 28th February 2018 to 11th April 2018.</p> <p>Consultation on the Core Strategy Review: Regulation 18 Consultation document; the Site Allocations</p>

SEA Regulations requirement	Where this requirement is covered in this IIA Report
<p>assessment and adoption of the plan or programme concerned, required under the Environmental assessment of Plans and Programmes Directive (“the public consultees”);</p> <ul style="list-style-type: none"> ■ inform the public consultees of: <ul style="list-style-type: none"> – the address of the website at which the relevant documents may be viewed and downloaded free of charge; – the fact that a copy of the relevant documents may be obtained by email from the responsible authority; – the fact that a copy of the relevant documents may be obtained by post from the responsible authority, provided that it is reasonably practicable for the authority to provide a copy by post; – the address, email address and telephone number for the purpose of requesting a copy of the relevant documents either by email or by post; – whether a charge will be made for copies of the relevant documents provided by post and the amount of any charge; and – the telephone number which can be used to contact the responsible authority for enquiries in relation to the relevant documents (Regulation 13(2)). <p>The period referred to in paragraph (2) (d) must be of such length as will ensure that the consultation bodies and the public consultees are given an effective opportunity to express their opinion on the relevant documents (Regulation 13(3)).</p>	<p>DPD: Regulation 18 Consultation document; and the accompanying SA Report was undertaken from 26th February 2019 to 8th April 2019.</p> <p>Consultation on the Gypsy and Traveller Policy and Site Options Consultation Paper and the SA Addendum Report was undertaken from 16th December 2019 to 27th January 2020.</p> <p>Consultation on the Regulation 19 (Pre-Submission) Consultation Hyndburn Local Plan was undertaken from November to January 2023. HBC is inviting comments on this IIA Report which relates to the Regulation 19 (Pre-Submission) Local Plan.</p>
Regulation 14	
<p>Where a responsible Authority, other than the Secretary of State, is of the opinion that a plan or programme for which it is the responsible Authority is likely to have significant effects on the environment of a Member State, it shall, as soon as reasonably practicable after forming that opinion:</p> <ul style="list-style-type: none"> ■ notify the Secretary of State of its opinion and of the reasons for it; and ■ supply the Secretary of State with a copy of the plan or programme concerned, and of the accompanying environmental report. <p>(Regulation 14 (1))</p>	<p>Not relevant as there will be no effects beyond the UK from the Local Plan.</p>
Regulation 16	
<p>As soon as reasonably practicable after the adoption of a plan or programme for which an environmental assessment has been carried out under these Regulations, the responsible Authority shall:</p> <ul style="list-style-type: none"> ■ publish the plan or programme, as adopted, its accompanying environmental report and a statement containing the particulars specified in paragraph (4) (“the relevant adoption documents”) on a public website at which the documents may be viewed and downloaded free of charge; ■ provide a copy of the relevant adoption documents by email to any person who requests a copy, as soon as reasonably practicable after receipt of that person’s request; 	<p>Requirement will be met after adoption of the Hyndburn Local Plan.</p>

SEA Regulations requirement	Where this requirement is covered in this IIA Report
<ul style="list-style-type: none"> ■ provide one copy of the relevant adoption documents by post to any person who requests a copy, as soon as reasonably practicable after receipt of that person's request, unless it is not reasonably practicable to provide a copy by post for reasons connected to the effects of coronavirus, including restrictions on movement; ■ make available a telephone number for the public to make enquiries in relation to the relevant adoption documents. <p>(Regulation 16(1))</p>	
<p>As soon as reasonably practicable after the adoption of a plan or programme:</p> <ul style="list-style-type: none"> ■ the responsible Authority shall inform (i) the consultation bodies; (ii) the persons who, in relation to the plan or programme, were public consultees for the purposes of regulation 13; and (iii) where the responsible Authority is not the Secretary of State, the Secretary of State, that the plan or programme has been adopted, and a statement containing the following particulars: <ul style="list-style-type: none"> – how environmental considerations have been integrated into the plan or programme; – how the environmental report has been taken into account; – how opinions expressed in response to: (i) the invitation in regulation 13(2)(d); (ii) action taken by the responsible Authority in accordance with regulation 13(4), have been taken into account; – how the results of any consultations entered into under regulation 14(4) have been taken into account; – the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and – the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. <p>(Regulation 16(2) (3) and (4))</p>	<p>Requirement will be met after adoption of the Hyndburn Local Plan.</p>
<p>Regulation 17</p>	
<p>The responsible Authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.</p> <p>(Regulation 17(1))</p>	<p>Requirement will be met after adoption of the Hyndburn Local Plan.</p>
<p>Quality assurance</p>	
<p>Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Regulations.</p>	<p>This report has been produced in line with current guidance and good practice for SEA/SA and this table demonstrates where the requirements of the SEA Regulations have been met.</p>

Health Impact Assessment

1.23 Health Impact Assessment (HIA) is a non-statutory process that identifies the health and wellbeing impacts (both positive and negative) of a plan or development proposal. It ensures that the effect of development on both health and health inequalities is considered and responded to during the planning process. Public Health England's 2020 guidance on 'Health Impact Assessment in spatial planning' outlines that, as the SEA Regulations require consideration of 'human health' as a topic, it is possible to integrate an HIA within an SA/SEA, although it is for the local authority to judge whether a standalone HIA is needed or whether an integrated assessment is a more appropriate approach³⁷. For the assessment of the Hyndburn Local Plan, it is considered that an integrated assessment is proportionate to consider the social (including health), economic and environmental effects of the framework. Therefore, throughout this report, the term 'IIA' should be taken to refer to 'SA incorporating the requirements of SEA and HIA'.

1.24 Different health effects will arise among different groups of people and individuals exposed to the same risk or hazard. This is because of differences in their exposure to the hazard, their sensitivity and their capacity to respond to events (i.e. their resilience) or to adapt in the long term. The following environmental and socio-economic health determinants will form the basis for assessing potential significant effects of the Local Plan on human health:

- Housing quality and design;
- Access to healthcare services and other social infrastructure;
- Access to open space and nature;
- Air quality, noise and neighbourhood amenity;
- Accessibility and active travel;
- Crime reduction and community safety;
- Social cohesion and lifetime neighbourhoods;
- Minimising the use of resources; and
- Climate change and health.

1.25 More details on the HIA process are provided in **Chapter 2**.

Equalities Impact Assessment

1.26 There are three main duties set out in the Equality Act 2010, which public authorities including HBC must meet in exercising their functions:

- To eliminate discrimination, harassment, victimisation and other conduct that is prohibited under the Act;
- To advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it; and
- To foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

1.27 The Equality Act 2010 identifies nine 'protected characteristics' and seeks to protect people from discrimination on the basis of these characteristics. Socio-economic status (people on low incomes, young and adult carers, people living in deprived areas/rural areas, groups suffering multiple disadvantages etc.) is not a characteristic protected by the Equality Act 2010. However, the Council is committed to also considering the impact that new policies changes will have on these groups.

1.28 The Local Plan will therefore be assessed to consider the likely impacts of the site and policy options on each of the nine protected characteristics from the Equality Act 2010 as well the socio-economic groups considered to be of relevance to the assessment by the Council. The groups against which the Local Plan options will be considered are as follows:

- Protected characteristics identified in the Equality Act 2010:
 - Age: Children (0-4), Younger people (aged 18-24), older people (aged 60 and over);
 - Disability: Disabled people, people with physical and mental impairment;
 - Gender reassignment;
 - Marriage and civil partnership;
 - Pregnancy and maternity;
 - Race;
 - Religion or belief;
 - Sex; and
 - Sexual orientation.

³⁷ Public Health England (2020) Health Impact Assessment in spatial planning. A guide for local authority public health and planning teams (pdf) Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf

- Socio-economic status groups highlighted for consideration by the Council:
 - People on low incomes, young and adult carers, people living in deprived areas/rural areas, groups suffering multiple disadvantages.

1.29 Therefore, an EqlA note has been prepared, setting out how the Local Plan is likely to be compatible or incompatible with the duties that Hyndburn Borough Council must perform under the Equalities Act 2010. The EqlA is presented as an appendix to the IIA Report, separate from the SA/SEA and HIA findings (see **Appendix I**).

Habitats Regulations Assessment

1.30 The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007³⁸. The currently applicable version is “The Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)³⁹ (hereafter referred to as the “Habitats Regulations”). When preparing the Local Plan, the Council is therefore required by law to carry out an HRA. The Council can commission consultants to undertake HRA work on its behalf and this (the work documented in separate HRA reports) is then sent to and considered by the Council as the ‘competent authority’. The Council will consider the HRA and may only progress the Local Plan if it considers that it will not adversely affect the integrity of any European site or have a significant effect on qualifying habitats or species for which the European sites are designated for, or if Imperative Reasons of Overriding Public Interest (IROPI) are identified. The requirement for authorities to comply with the Habitats Regulations when preparing a Plan is also noted in the Government’s online Planning Practice Guidance⁴⁰.

1.31 Screening for HRA was undertaken in March 2022 which identified seven sites in the UK National Site Network within 25km of Hyndburn Borough:

- Special Areas of Conservation (SACs):
 - South Pennine Moors SAC (10km);
 - North Pennine Dales Meadows SAC (16km);
 - Rochdale Canal SAC (18km);
- Special Protection Areas (SPAs):

- South Pennine Moors SPA (10km);
- Bowland Fells SPA (15km);
- Ribble & Alt Estuaries SPA (23km);

- Ramsar sites:
 - Ribble & Alt Estuaries Ramsar site (23km).

1.32 The HRA Screening considered the likely significant effects (LSEs) on the SPAs / SACs / Ramsar sites from the development proposed in the Local Plan. The HRA Screening determined that implementation of the Hyndburn Local Plan would not lead to LSEs on the National Site Network (either alone or in-combination with other plans or projects). Therefore, an Appropriate Assessment of the Local Plan is not required. The principal reasons for this are as follows:

- There will be no direct habitat loss of sites in the National Site Network as the nearest site is 10km away from the Borough.
- The Qualifying Features of the sites in the National Site Network will not be adversely affected by the development proposed in the Local Plan. Habitats of interest include upland heath, bog and oak woodland habitats, upland hay meadows and purple moor-grass meadows, waterways supporting floating water-plantain and various coastal habitats. None of these habitats are found at any of the sites proposed in the Local Plan or in their vicinity. Species of interest include upland breeding birds including merlin, golden plover, short-eared owl and hen harrier; seabirds and waterbirds including wintering and passage wildfowl and waders and breeding ruff, lesser black-backed gull, black-headed gull and common tern; floating water plantain; natterjack toad; and the liverwort. There is no record of any of these species using any of the sites proposed for development in the Local Plan and no habitats favourable to these species are present within the sites or in their vicinity. Actions proposed by the Local Plan will not, therefore, impact upon any of these habitats / species or result in contraction of any of these features in the wider landscape.
- There are no LSEs from windborne pollution from the development proposed in the Local Plan as no heavy industrial processes are proposed and none of the residential, employment or mixed-use sites should generate any significant degree of air pollution.

³⁸ The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007 (2007) SI No. 2007/1843. TSO (The Stationery Office), London.

³⁹ The Conservation of Habitats and Species Regulations 2017 (2017) SI No. 2017/1012, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579), TSO (The Stationery Office), London.

⁴⁰ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government (2019) Appropriate assessment: Guidance on the use of Habitats Regulations Assessment. Available at: <https://www.gov.uk/guidance/appropriate-assessment>

- There are no LSEs from water pollution as no heavy industrial processes are proposed within the Ribble Catchment and the development of residential, employment and mixed-use sites should not result in significant quantities of contaminants entering any of the watercourses during the operational stage of the developments. Enforcement of standard good practice through planning consents should ensure that no contaminants are allowed to enter any watercourse during the construction phase.

1.33 The Screening Report was issued to Natural England for their consideration in March 2022. Following consultation on the Screening Report, Natural England confirmed that they agree with the conclusion that the Hyndburn Local Plan will not have a likely significant effect on any European site (either alone or in-combination with other plans or projects).

Structure of the IIA Report

1.34 This chapter has described the background to the Hyndburn Local Plan, and the requirement to undertake SA/SEA, EqIA and HIA. The remainder of this report is structured into the following sections:

- **Chapter 2: Methodology** describes the approach that is being taken to the IIA of the Hyndburn Local Plan.
- **Chapter 3: Sustainability Context for Development in Hyndburn** describes the relationship between the Hyndburn Local Plan and other relevant plans, policies and environmental protection objectives; summarises the social, economic and environmental characteristics of the Borough and identifies the key sustainability issues.
- **Chapter 4: Integrated Impact Assessment Findings of the Hyndburn Local Plan Site Allocations** describes the IIA findings of the residential, employment, and mixed-use site options that have been considered for allocation in the Hyndburn Local Plan. The IIA findings are presented for each of the 20 IIA objectives and for each of the six Local Plan Areas as identified in the Hyndburn Local Plan.
- **Chapter 5: Integrated Impact Assessment Findings of the Hyndburn Local Plan Policies** describes the IIA findings of the Vision, five strategic objectives, the Spatial Development Strategy (containing three policies), 22 thematic policies, six Local Plan Areas policies and 17 site-specific policies. A description of the likely secondary, synergistic and cumulative effects of the Hyndburn Local Plan policies is also provided, as well as recommendations for strengthening the Local Plan policies in relation to certain IIA objectives.
- **Chapter 6: Monitoring** outlines a number of indicators for monitoring the potential sustainability effects of implementing the Hyndburn Local Plan.
- **Chapter 7: Conclusions** summarises the key findings from the IIA of the Hyndburn Local Plan and describes the next steps to be undertaken.

1.35 The main body of the report is supported by a number of appendices as follows:

- **Appendix A** presents the maps depicting the baseline information.
- **Appendix B** sets out the detailed sustainability and policy context of the Hyndburn Local Plan.
- **Appendix C** presents the audit trail of site options considered for the Hyndburn Local Plan.
- **Appendix D** presents the assumptions that were applied during the appraisal of housing, employment and retail site options.
- **Appendix E** presents the detailed IIA site assessments for the housing, employment, and mixed-use site options.
- **Appendix F** presents the maps depicting the IIA scores for each IIA objective.
- **Appendix G** presents the detailed IIA matrices for the Hyndburn Local Plan policies.
- **Appendix H** presents the consultation responses that were received in relation to the Regulation 18 SA Reports and the SA Scoping Report and explains how each one has been addressed during the preparation of this IIA Report.
- **Appendix I** presents the Equalities Impact Assessment (EqIA).

Chapter 2

Methodology

Introduction

2.1 This chapter of the IIA Report describes the method and approach to undertaking the IIA. In addition to complying with legal requirements, the approach being taken to the IIA of the Hyndburn Local Plan is based on current best practice on SA/SEA/EqIA/HIA (guidance documents listed in **Chapter 1**).

As highlighted in Chapter 1 of this IIA Report, HBC merged the former Core Strategy Review and Site Allocations Development Plan Document to form a single Local Plan document i.e., 'Hyndburn 2037: The Local Plan', for the Regulation 19 (Pre-Submission) Consultation stage. HBC also decided to prepare an IIA, rather than a SA, of the Pre-Submission Local Plan. Therefore, the previous stages of the SA have appraised the Core Strategy Review and Site Allocations DPD.

Stage A: Scoping

2.2 The IIA process began in November 2017 with the production of a Scoping Report for the Core Strategy Review and Site Allocations DPD. The scoping stage of the IIA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues and using these to inform the appraisal framework as follows.

Review other relevant policies, plans and programmes to establish policy context

2.3 The Local Plan is not prepared in isolation; rather it is prepared within the context of other policies, plans and programmes. The SEA Regulations require the Environmental Report to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support attainment of sustainability objectives that have been established at the international, national, and regional/sub-regional levels.

2.4 A review was therefore undertaken of other policies, plans, and programmes at the international, national, regional and sub-regional levels that were considered relevant to the scope of the Local Plan. The review is presented in **Appendix B**.

Collect baseline information to establish sustainability context

2.5 Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IIA and monitored during the plan's implementation.

2.6 Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Local Plan to understand the likely future sustainability conditions in the absence of the Local Plan.

2.7 The SEA Regulations require the Environmental Report to describe relevant aspects of the current state of the environment and how they are likely to evolve without the plan. An understanding of this likely future, together with the assessed effects of the plan itself, additionally allows the IIA to report on cumulative effects, another requirement of the SEA Regulations.

2.8 The SEA Regulations require assessment of effects in relation to the following 'SEA topics': biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape, and the inter-relationship between these. Baseline information was therefore collected in relation to the SEA topics and additional sustainability topics were also addressed, covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken in this IIA Report. Baseline information for the Borough is presented in **Appendix B**.

Identify sustainability issues

2.9 The baseline information also allows the identification of existing sustainability issues, including problems as required by the SEA Regulations.

2.10 Sustainability issues and their likely evolution without the Local Plan are detailed in **Appendix B** and summarised in **Chapter 3**.

Develop the IIA Framework

2.11 The relevant sustainability objectives identified by the review of other policies, plans, and programmes together with the key sustainability issues facing the Borough, identified by the collection and review of baseline information, helped to inform the development of a set of sustainability objectives (the 'IIA Framework', previously referred to as the SA Framework) against which the effects of the plan would be assessed (see **Table 2.1**).

2.12 Development of the IIA Framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The IIA Framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and proposals within a plan.

2.13 During the IIA, the performance of the Hyndburn Local Plan options are assessed against these IIA objectives and appraisal questions. The IIA Framework proposed in the Scoping Report was based on the SA framework developed for the adopted Core Strategy (2006) and the Development Management DPD (2012), however, it was modified to streamline the framework and to ensure that the key sustainability issues identified following consideration of the updated baseline were fully addressed. The IIA objectives are grouped into seven themes to enable related sustainability issues to be considered together during the appraisal. The seven themes are as follows:

1. Employment, economy and education.
2. Communities.
3. Transport.
4. Built environment.
5. Historic environment.
6. Resource consumption and climate change.
7. Natural environment.

2.14 The wording of some of the objectives has been revised since the Scoping Report to take into account the suggestions of the statutory consultees and other partner organisations. For example, IIA objective 16: Restore, enhance and expand biodiversity and geodiversity, has been broadened to also refer to maintaining biodiversity and geodiversity. The historic environment sub objective 11.1 has been revised to read "*conserve and, where appropriate, enhance those elements which contribute to the significance of designated and undesignated heritages assets in a manner appropriate to their significance including Conservation Areas, Listed Buildings, archaeological remains, and areas of historical heritage and cultural value e.g. locally listed buildings*". Furthermore, the water sub objective 18.1 has been reworded to "*protect and enhance the quality and quantity of watercourses and surface water and groundwater waterbodies*". The IIA Framework was also reviewed to ensure a suitable set of sustainability objectives were included to enable an assessment of the health and wellbeing impacts (both positive and negative) of the Local Plan. No further changes to the IIA Framework were made.

Table 2.1: IIA Framework

IIA objective	Appraisal question	SEA topic covered by objective
Employment, Economy and Education		
1. Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce.	1.1 Generate employment opportunities for local people particularly in managerial, professional and technical professions.	Material assets
	1.2 Provide flexible employment land near to the workforce or provide opportunities easily accessible by public transport.	
	1.3 Help to increase diversity of job opportunities.	
2. Maintain or enhance conditions that enable a sustainable economy and continued investment.	2.1 Support the development, resilience and growth of the local economy in Hyndburn.	Material assets Population
	2.2 Support lifelong learning and training to attract and retain a highly skilled workforce.	
3. Raise educational achievements throughout the borough	3.1 Improve the provision of education infrastructure and ensure that it meets projected future demand and need.	Material assets Population
Communities		
4. Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all.	4.1 Help to reduce inequalities in health geographically and demographically.	Population Human health
	4.2 Improve access to healthcare services.	
	4.3 Provide opportunities to improve health and amenity through delivery of green infrastructure, enhanced public rights of way and improved access to recreation as part of developments.	
	4.4 Avoid or minimise adverse effects on the quality and extent of existing recreational assets.	
5. Reduce and prevent crime/fear of crime and anti-social behaviour in the borough.	5.1 Enhance community safety and security through design measures and reduce crime or fear of crime and anti-social behaviour.	Population
6. Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough.	6.1 Ensure easy and equitable access to and provision of services and opportunities, including jobs and learning, and avoid negative impacts on different groups of people because of their ethnicity, gender, religion, disability, sexuality or age.	Population Human health
7. Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all.	7.1 Maintain or increase the type or quality of facilities in areas where there is need, ensuring easy and equitable access by sustainable modes of transport.	Material assets Population

IIA objective	Appraisal question	SEA topic covered by objective
Transport		
8. Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.	8.1 Promote more sustainable transport patterns and reduce the need to travel by private car particularly in areas suffering from congestion.	Material assets
	8.2 Improve the quality and/or provision of integrated transport options.	
	8.3 Increase the use of public transport, cycling and walking.	
	8.4 Promote a shift of freight from road to rail.	
Built Environment		
9. Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments.	9.1 Increase access to high quality housing to meet people's needs (e.g. tenure, aspirations, location, affordability, size and type, accessible to disabled people).	Population Material assets
	9.2 Increase the supply of affordable housing.	
	9.3 Reduce the percentage of unfit homes/empty homes.	
	9.4 Improve the energy and resource efficiency of homes and reduce fuel poverty and ill-health.	
	9.5 Improve the condition and diversity of the housing stock.	
	9.6 Increase the use of sustainable design techniques, improve the quality of housing and use sustainable building materials in construction.	
10. Maintain and enhance the vitality and viability of town and retail centres.	10.1 Strengthen the Borough's retail offering in order to reduce outflow of retail spending.	Material assets Population
	10.2 Support or create high quality public realm and community/amenity space that is safe and encourages positive community interaction.	
	10.3 Help reduce the number of vacant properties and support vitality.	
Historic Environment		
11. Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage.	11.1 Conserve and, where appropriate, enhance those elements which contribute to the significance of designated and undesignated heritages assets in a manner appropriate to their significance including Conservation Areas, Listed Buildings, archaeological remains, and areas of historical heritage and cultural value e.g. locally listed buildings.	Cultural heritage, including architectural and archaeological heritage
	11.2 Prevent development which is inappropriate in scale, form or design to its setting or to its function or local area.	
	11.3 Encourage development that creates and sustains well-designed, high quality built environments that incorporate green	

IIA objective	Appraisal question	SEA topic covered by objective
	space and biodiversity, and promote local distinctiveness and sense of place.	
Resource Consumption and Climate Change		
12. Move treatment of waste up the Waste Hierarchy.	12.1 Minimise disposal of all forms of waste.	Material assets
	12.2 Promote the re-use, recycling and recovery of waste.	
13. Use natural resources and energy more efficiently.	13.1 Maximise energy efficiency and minimise the consumption of non-renewable energy i.e. from fossil fuels.	Material assets Air Water Soil
	13.2 Minimise the consumption of water, land, soil, minerals, aggregates and other raw materials by all e.g. through integrated transport, sustainable resource-efficient design, local sourcing of food, goods, materials, etc.	
	13.3 Encourage the re-use/enhancement (to high standards of sustainable resource-efficient design) of existing buildings and promote the use of recycled and secondary materials in construction.	
14. Reduce Hyndburn's contribution to climate change through appropriate mitigation measures.	14.1 Reduce the borough's contribution to climate change by reducing greenhouse gas emissions from transport, domestic, commercial and industrial sources.	Climatic factors
	14.2 Promote energy efficiency by encouraging the use of energy efficient buildings and plant, and the use of appropriate renewable or lower carbon energy sources in developments.	
15. Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding.	15.1 Reduce flood risk both presently and taking into account climate change.	Water
	15.2 Prevent inappropriate development of the floodplain and include flood protection systems.	
	15.3 Include sustainable drainage systems (SuDS) where appropriate.	
Natural Environment		
16. Restore, enhance, maintain and expand biodiversity and geodiversity.	16.1 Protect and enhance habitats of international, national, regional or local importance.	Biodiversity Fauna and flora
	16.2 Protect international, national, regional or locally important terrestrial or aquatic species.	
	16.3 Protect geological sites of national, regional or local importance.	
	16.4 Maintain wildlife corridors and minimise fragmentation of ecological areas and green spaces.	
	16.5 Provide opportunities for enhancing biodiversity and achieving net gains in biodiversity.	

IIA objective	Appraisal question	SEA topic covered by objective
17. Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces.	17.1 Enhance and protect landscape character and quality including historic landscapes, open spaces, parks and gardens and their settings.	Landscape Fauna and flora
18. Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water	18.1 Protect and enhance the quality and quantity of watercourses and surface water and groundwater waterbodies.	Water
	18.2 Maximise the efficient use of water.	
19. Minimise noise, light and air pollution.	19.1 Minimise air, noise and light pollution and the potential for such pollution.	Air
20. Value, protect and enhance soil quality and resources.	20.1 Encourage the remediation of contaminated and derelict land.	Soil
	20.2 Continue to prioritise the location of new developments to previously developed sites in preference to greenfield locations.	

Develop the site appraisal framework

2.15 To assist consistency and transparency when assessing the likely sustainability effects of development site options considered for allocation in the Local Plan, the IIA Framework is supported by a set of site assessment criteria and assumptions. More detail on the criteria and assumptions used by the IIA is provided in **Appendix D** of this IIA Report.

Consult on the scope and level of detail of the IIA

2.16 Public and stakeholder participation is an important element of the IIA and wider plan-making processes. It helps to ensure that the IIA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

2.17 The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England, and Natural England) are consulted “*when deciding on the scope and level of detail of the information that must be included*” in the IIA Report.

2.18 The Scoping Report for the Core Strategy Review and Site Allocations DPD) was published in November 2017 for a five-week consultation period with the statutory consultees (Natural England, the Environment Agency and Historic England) as well as other partner organisations. Consultation responses were received from the three statutory consultees as well as CPRE, Highways England, the Ribble Rivers Trust, and Lancashire County Council.

2.19 Appendix H summarises the representations that were received during the consultation on the SA Scoping Report and the Regulation 18 SA Reports and how these have been taken into account during the IIA process, highlighting amendments to the review of policies, plans, and programmes, the baseline information, key sustainability issues, the IIA Framework and the IIA assumptions, where relevant.

Stage B: Developing and refining options and assessing effects

2.20 Regulation 12(2) of the SEA Regulations requires that:

“The (environmental or SA) report must identify, describe and evaluate the likely significant effects on the environment of-

(a) implementing the plan or programme; and

(b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme”

2.21 It should be noted that any alternatives considered to the plan need to be 'reasonable'. This implies that alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework) or site options that are unavailable or undeliverable.

2.22 It also needs to be recognised that the IIA findings are not the only factors taken into account when determining

which options to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified for each option, such that it is not possible to 'rank' them based on sustainability performance in order to select an option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting options for their plan.

Identification and appraisal of the options for the Regulation 18(1) Local Plan

Growth options

2.23 Four potential housing growth options and three employment growth options were subject to consultation in the Core Strategy Review – Growth Options and Spatial Options Consultation Paper (February 2018). These are identified in **Table 2.2**.

Table 2.2: Identification of growth options for the Core Strategy Review

Option	Growth	Evidence for selecting this option for appraisal
Housing Growth Option 1 – Communities and Local Government Consultation method (HGO1)	Allocate land for 1,200 homes or 60dpa	During the preparation of the consultation paper, the Government consulted on measures to help boost the supply of housing. Hyndburn Council used the proposed standard methodology which identified a need for 60dpa, equivalent to 1,200 homes in total over the plan period.
Housing Growth Option 2 – Low Housing Growth (HGO2)	Allocate land for 3,500 homes or 175dpa	The Strategic Housing Market Assessment, completed in 2015, indicated a need for between 175 and 317dpa, equivalent to between 3,500 and 6,340 new dwellings over the full plan period.
Housing Growth Option 3 – Medium Housing Growth (HGO3)	Allocate land for 4,920 homes or 246dpa	The Strategic Housing Market Assessment, completed in 2015, indicated a need for between 175 and 317dpa, equivalent to between 3,500 and 6,340 new dwellings over the full plan period. The midpoint between 175 and 317 dpa is 246dpa, equivalent to 4,920 homes.
Housing Growth Option 4 – High Housing Growth (HGO4)	Allocate land for 6,340 homes or 317dpa	The Strategic Housing Market Assessment, completed in 2015, indicated a need for between 175 and 317dpa, equivalent to between 3,500 and 6,340 new dwellings over the full plan period.
Employment Growth Option 1 – Low Growth (EGO1)	Allocate around 4.4ha of land or around 0.2ha per annum	The Hyndburn Employment Land Study, completed in 2016, applied a 'labour supply' approach to identifying the employment land requirements over the plan period. Under the labour supply approach, a net loss of -5.6ha of employment land is anticipated. On the basis that not all of these losses will be achieved, an allowance of 10ha was applied to allow for some continued replacement of older obsolete sites and premises with better quality provision. This results in the proposed allocation of 4.4ha of employment land.
Employment Growth Option 2 – Medium Growth (EGO2)	Allocate around 19.1ha of land or around 1.0ha per annum	The Hyndburn Employment Land Study, completed in 2016, estimates a land requirement of up to 19 hectares based on a labour supply and demand approach over the full plan period.
Employment Growth Option 3 – High Growth (EGO3)	Allocate up to 62ha of land or around 3.1ha per annum	The Hyndburn Employment Land Study, completed in 2016, estimates a land requirement of up to 62 hectares based on a past take-up rates of land only approach over the full plan period.

2.24 The IIA findings for the housing and growth options are summarised in **Chapters 4 and 5** of the Core Strategy Review and Site Allocations DPD Regulation 18(1) SA Report (February 2018).

2.25 HBC took into account the findings of the SA as well as other relevant factors when deciding which housing and employment growth options to proceed with in the Regulation 18(2) Consultation documents, such as strategy/policy ambitions, the evidence base, consultation responses and the flexibility and deliverability of options. These factors are compared for each proposed option in the Hyndburn Local Plan: Core Strategy Review Growth Option and Spatial Option Justification Paper (Hyndburn Borough Council, 2019).

2.26 The Justification Paper identified Employment Growth Option 3 (EGO3) – High Growth as the most positive option overall when taking into account all considerations. In terms of qualitative issues raised in the SA Report, many of the potential negative effects identified were in conjunction with positive effects. HBC considers that all the issues raised in the SA Report in relation to HGO3 around potential impacts on the environment and infrastructure can be addressed and mitigated through a combination of the site selection process, the Infrastructure Delivery Plan, and at the planning application stage through more detailed assessments that are required through HBC's adopted Development Management DPD policies.

2.27 The Housing and Economic Need Assessment (HENA) completed in 2018 for Blackburn with Darwen and Hyndburn Councils highlights the importance to Pennine Lancashire of planning for growth to ensure job creation and economic prosperity. The HENA confirms that an appropriate employment land requirement to plan for in Hyndburn, based on an aspirational but realistic economic growth scenario, is 58.7 hectares of land between 2016 and 2036. The Employment Land Study of 2016 considered the qualitative aspects of existing employment land provision around the

Borough. It recognised that historical losses of employment land of poor quality have taken place, and that this trend is likely to continue. An allowance for future losses of around 10ha over a 20-year period was identified in that study as appropriate. Therefore, the total requirement of 68.7 hectares proposed in the Core Strategy Review is a combination of these two elements (most closely aligned with EGO3).

2.28 The Justification Paper identified Housing Growth Option 3 (HGO3) – Medium Growth as the most positive option overall when taking into account all considerations. In terms of qualitative issues raised in the SA Report, the potential negative effects identified were in conjunction with positive effects, and none of the IIA objectives identified 'significant negative effects' only under HGO3. Similar to EGO3, HBC considers that all the issues raised in the SA Report in relation to HGO3 around potential impacts on the environment and infrastructure can be addressed and mitigated through a combination of the site selection process, the Infrastructure Delivery Plan, and at the planning application stage through more detailed assessments that are required through HBC's adopted Development Management DPD policies.

2.29 The resultant housing figure to support the planned level of economic growth set out in the Core Strategy Review is an average of 216 dwellings per annum up to 2036, which equates to at least 4,320 dwellings in total over the 20 year period 2016-2036 (most closely aligned with HGO3).

2.30 Therefore, the preferred Employment Growth Option is Option 3 – High Growth and the preferred Housing Growth Option is Option 3 – Medium Growth.

Spatial options

2.31 Five potential spatial options, each of which has the potential to guide the distribution and location of growth to 2036 were subject to consultation in the Core Strategy Review – Growth Options and Spatial Options Consultation Paper (February 2018). These are identified in **Table 2.3** overleaf.

Table 2.3: Identification of spatial options for the Core Strategy Review

Spatial Option	Evidence for Selecting this Option for Appraisal
Spatial Option 1 – Core Strategy -led growth	Continue the growth strategy set in the adopted Core Strategy via Policy H1 and strategic allocations.
Spatial Option 2 – Garden Village -led growth	Concentration of more significant growth in the Huncoat area, taking full advantage of the recent designation of the area as a Housing Zone by the Government.
Spatial Option 3 – Transport Corridor - led growth	Focus the distribution of growth around key strategic transport routes such as the East Lancashire railway line, the M65, A56 and Pennine Reach (Quality Bus Route) transport corridors.
Spatial Option 4 – Market Focus -led growth	Focus development in the areas most desirable to developers and landowners (higher value market areas).
Spatial Option 5 – Land Availability -led growth	Focus development in areas where land is already known to be available for housing and employment development.

2.32 The IIA findings of the spatial options are summarised in Chapter 6 of the [Core Strategy Review and Site Allocations DPD Regulation 18\(1\) SA Report](#) (February 2018).

2.33 The SA Report identifies Spatial Option 5 (SO5) – Land Availability as one of the most sustainable approaches overall when assessed against the IIA objectives. As stated in the Justification Paper, whilst HBC recognises the merit in taking into account land that is known to be available, it does not consider this to be an appropriate overarching development strategy. Spatial Option 4 (SO4) – Market Focus scored significantly worse overall than the other spatial options in the SA and was discounted as an option as it would be unlikely to provide a sufficiently balanced range of site types and sizes to ensure flexibility over the plan period.

2.34 The other factors considered in the Justification Paper, such as strategy/policy ambitions, as well as the SA identified the following options to be sustainable: the Core Strategy approach (SO1) which is, in effect, a balanced development strategy across the major settlements; the Garden Village approach (SO2) which focuses a significant element of the Accrington housing allocation in one location to ensure infrastructure improvements and Masterplanning can take place; and, the Transport Corridor approach (SO3) which ensures that development is focused to the more accessible settlements in general.

2.35 Taking into account the IIA findings and the strategy and policy ambitions of the area, HBC considers that the preferred Spatial Option to take forward should be one that combines all

the principles of SO1, SO2, SO3 and SO5 to form a new Spatial Development Strategy for the Borough. The Core Strategy Review Spatial Development Strategy supports the development of Accrington as the principal town, with a higher proportion of growth proposed at Huncoat as a Garden Village than the other Accrington townships (utilising the Housing Zone status). Strategic employment allocations will be allocated along the M65 corridor. Development will also be directed to the key towns of Great Harwood, Rishton, Knuzden and Whitebirk, as well as main villages such as Belthorn and Altham and Green Haworth (small village).

Identification and appraisal of the options for the Regulation 18(2) Local Plan

2.36 The Core Strategy Review Regulation 18(2) Consultation document, alongside the SA Report, was published on 26th February 2019 to 8th April 2019 for consultation.

2.37 The 2019 SA Report presented the findings of the appraisal of 179 reasonable alternative site options which were assessed against the SA framework. Of the 179 reasonable alternative site options, 33 sites were identified as potentially suitable for a variety of uses: 15 sites were identified as being potentially suitable for housing, employment and/or retail; 14 sites were identified at being potentially suitable for housing and/or employment; three sites were identified as being potentially suitable for housing and/or retail; and one site was identified as being potentially suitable for employment and/or retail. For these sites, an appraisal of

each potential use was undertaken. In addition to the 33 sites identified for a variety of uses, the appraisal also assessed 129 housing sites, 15 employment sites and two retail sites. Overall, a total of 227 sites were assessed as part of this SA. The summary of the IIA scores by each of the 20 IIA objectives for the housing, employment, retail and mixed-use sites is presented in Chapter 4 of the 2019 SA Report

2.38 The IIA findings for the Core Strategy Review policies are presented in chapter 5 of the 2019 SA Report. The Vision for the Core Strategy Review sets out a positive vision for the sustainable growth and development of Hyndburn. Significant positive effects were identified in relation to IIA objectives **2: Economy** and **9: Housing**, as the Vision aims to make Hyndburn a prosperous area of Pennine Lancashire. It also supports the provision of skilled local jobs and efficient infrastructure and service provision.

2.39 The strategic objectives for the Core Strategy Review were expected to have broadly negligible effects on most of the IIA objectives. Significant positive effects were also identified for IIA objectives **1: Employment**, **2: Economy**, **4: Health**, **6: Poverty**, **7: Equality of Access**, **9: Housing**, **10: Town Centres**, **11: Historic Environment** and **17: Landscape** for the strategic objectives.

2.40 Chapter 3 of the Reg 18(2) Local Plan set out policies to guide the general development across Hyndburn. Significant positive effects were identified for *CS1: Spatial Development Strategy* in relation to IIA objectives **1: Employment**, **4: Health**, **7: Equality of Access**, **10: Town Centres**, **11: Historic Environment** and **16: Biodiversity & Geodiversity**. For *CS2: Huncoat Garden Village* significant positive effects were identified in relation to IIA objectives **1: Employment**, **7: Equality of Access**, **9: Housing** and **10: Town Centres**.

2.41 Chapter 4 of the Reg 18(2) Local Plan set out policies to guide sustainable levels of employment and economic growth and to create opportunities for all to access improved economic opportunities. Significant positive effects were identified for IIA objectives **1: Employment**, **2: Economy**, **7: Equality of Access**, **8: Sustainable Transport**, **10: Town Centres**, and **11: Historic Environment**.

2.42 Chapter 5 of the Reg 18(2) Local Plan set out policies for the management and provision of community infrastructure. Significant positive effects were identified for IIA objectives **3: Education**, **4: Health**, **7: Equality of Access**, **15: Flooding**, **16: Biodiversity & Geodiversity**, **17: Landscape** and **20: Soil**.

2.43 Chapter 6 of the Reg 18(2) Local Plan set out policies for the management and provision of housing. Significant positive effects were identified for *CS9: Housing Provision*, *CS10: Suitable Range of Housing* and *CS11: Gypsy and Traveller and Travelling Showpeople Provision* in relation to IIA objective **9: Housing**.

2.44 Chapter 7 of the Reg 18(2) Local Plan set out policies for the protection and enhancement of the environment. Significant positive effects were identified for IIA objectives **4: Health**, **7: Equality of Access**, **8: Sustainable Transport**, **10: Town Centres**, **11: Historic Environment**, **12: Waste**, **14: Climate Change**, **15: Flooding**, **16: Biodiversity & Geodiversity**, **17: Landscape**, **18: Water**, **19: Pollution**, and **20: Soil**.

2.45 Chapter 8 of the Reg 18(2) Local Plan set out policies to help achieve improved accessibility and transport across the Borough. Significant positive effects were primarily identified for IIA objectives **8: Sustainable Transport**, **7: Equality of Access**, **4: Health**.

2.46 Chapter 9 of the Reg 18(2) Local Plan set out policies and guidance for the development in the rural areas of Hyndburn. Significant positive effects were primarily identified for IIA objectives **11: Historic Environment** and **17: Landscape**.

2.47 Chapter 10 set out specific area-based policies for the nine Local Plan Areas proposed in the Reg 18(2) Local Plan. Significant positive effects were primarily identified for IIA objectives **1: Employment**, **2: Economy**, **8: Sustainable Transport**, **9: Housing** and **10: Town Centres**, **13: Natural Resources** and **14: Climate Change**.

Identification and appraisal of the options for the Regulation 18(3) Local Plan

2.48 The Gypsy and Traveller Policy and Site Options Consultation Paper, and the associated SA Addendum Report, were published for consultation on 16th December 2019 to 27th January 2020.

2.49 The SA Addendum Report presented an appraisal of the site options for Gypsy, Traveller and Travelling Showpeople accommodation. Significant positive effects were identified for sites *GT-OPT1: Land off Whiney Hill Road (Clayton-le-Moors)*, *Unauth1: Smithfield Stable*, and *Unauth2: Smithacres* for IIA objectives **3: Education**, **4: Health** and **7: Equality of Access**, due to the sites being within reasonable walking distance (800m) to several schools, healthcare facilities, areas of open space, recreational routes and community services.

Significant negative effects were identified for five of the six sites proposed in relation to IIA objective **17: Landscape** as these sites comprise greenfield land outside the built-up areas which, if developed, may reduce their positive contribution to landscape character and local distinctiveness. Mixed effects (significant negative/minor positive) were identified for two sites, *GT-OPT1: Land off Whiney Hill Road (Clayton-le-Moors)*, *Unauth1: Smithfield Stable*, for IIA objective **19: Pollution** as they are within close proximity to at least one sustainable transport link which may help to reduce transport-related pollution but are also within either a 'high noise area' or are within 250m of a waste management facility which may result in residents being exposed to noise, odour and light pollution. A significant negative rather than a mixed effect (significant negative/minor positive) was identified for site *GT-OPT2 Land at Whitebirk btw A6119 & L&L Canal* for IIA objective **19: Pollution** as it is within 250m of mineral/waste site and is within a 'high noise area' however, the minor positive effect was reduced as the bus stops and National Cycle Network are not easily accessible due to the primary road and the canal.

2.50 Either minor positive, minor negative or negligible effects were identified for the remaining IIA objectives.

Appraisal methodology

2.51 The reasonable options for the Hyndburn Local Plan have been appraised against the 20 objectives in the IIA Framework (see **Table 2.1** earlier in this section), with scores being attributed to each option to indicate its likely sustainability effects on each objective.

2.52 The likely effects of site allocations and policies needs to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols. **Table 2.4** illustrates the full range of potential effects identified through the IIA process.

2.53 The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option or policy on the IIA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective.

2.54 Where a potential positive or negative effect is uncertain, a question mark is added to the relevant effect (e.g. +? or -?) and the effect is colour coded as per the potential positive, negligible or negative effect (e.g. green, yellow, orange, etc.).

Table 2.4: Key to symbols and colour coding used in the IIA of the Hyndburn Local Plan

++	The option or policy is likely to have a significant positive effect on the IIA objective(s).
++/-	The option or policy is likely to have a mixed effect (significant positive and minor negative) on the IIA objective(s).
+	The option or policy is likely to have a minor positive effect on the IIA objective(s).
0	The option or policy is likely to have a negligible or no effect on the IIA objective(s).
-	The option or policy is likely to have a minor negative effect on the IIA objective(s).
-/+	The option or policy is likely to have a mixed effect (significant negative and minor positive) on the IIA objective(s).
--	The option or policy is likely to have a significant negative effect on the IIA objective(s).
?	It is uncertain what effect the option or policy will have on the IIA objective(s), due to a lack of data.
+/- OR ++/--	The option or policy is likely to have a mixture of positive and negative effects on the IIA objective(s).

Stage C: Preparing the IIA Report

2.55 This IIA Report describes the process that has been undertaken in carrying out the IIA of the Hyndburn Local Plan. It sets out the findings of the appraisal of options, highlighting any likely significant positive and negative effects and taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects.

2.56 These findings are set out in **Chapters 4 and 5** of this IIA Report. The Environmental Report also makes recommendations for improvements and clarifications that may help to avoid or mitigate negative effects and maximise the benefits of the policies. These recommendations are recorded in **Chapter 5**.

Stage D: Consultation on the IIA Report

2.57 HBC is inviting comments on this IIA Report which relates to the Regulation 19 (Pre-Submission) Local Plan. Consultation comments on this IIA Report will be taken into account and reported on in the remaining stages of the IIA.

Stage E: Monitoring implementation of the Local Plan

2.58 Recommendations for monitoring the likely significant social, environmental and economic effects of implementing the Hyndburn Local Plan are set out in **Chapter 6**.

Assumptions applied in the IIA of site options

2.59 IIA inevitably relies on an element of subjective judgement, however, in order to ensure consistency and transparency in the appraisal of the site options, a clear set of decision-making criteria and assumptions for determining the significance of effects in relation to each IIA objective has been developed. These assumptions were applied using spatial analysis within a Geographical Information System (GIS) and are presented in **Appendix E**.

2.60 In order to ensure consistency with the distance thresholds identified in the Scoping and Site Assessment Methodology (February 2018), the IIA applied the same distance thresholds for the following topics:

- Proximity to sustainable transport links – within 400m (<400m) of bus stops; within 800m of other sustainable transport links (<800m); further than 800m (>800m).
- Proximity to employment areas, town centres, shopping centres or retail parks – within 800m (<800m); between 800m and 1600m (>800m<1600m); further than 1600m (>1600m).
- Proximity to services and facilities – within 800m (<800m); between 800m and 1600m (>800m<1600m); further than 1600m (>1600m).

2.61 For the purposes of the appraisal, distances were measured as the straight-line distance from the edge of the site option to existing services and facilities, and therefore actual walking distances are likely to be greater, the actual distance depending on factors such as the location within a larger site and the availability of a direct route.

2.62 Due to the range of sites proposed by HBC, it was necessary to distinguish between large and small sites. Based on the range of sites it was assumed that larger sites are those greater than 5ha (>5ha) in size while smaller sites are assumed to be those less than 5ha (<5ha).

2.63 Datasets identified land as brownfield or contaminated and sites which were not identified as brownfield or contaminated land were assumed to be greenfield locations for the purposes of the assessment.

2.64 It was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites was used to identify waterbodies that may be affected by development.

Approach to IIA of site options

2.65 The approach taken to the IIA of site options was designed to meet the requirements of the SEA Regulations and be:

- proportionate to the stage of the planning process (i.e. allocation of sites for identified uses within the Local Plan as opposed to consideration of detailed planning applications); and
- risk based (i.e. direct most effort to assessing those site options that would be likely to contribute to the Local Plan having a significant effect on the environment).

2.66 The assessments were based on the proposed suitable use (residential, employment, retail or mixed-use). No reference was made to any further supporting information provided by site promoters since this was not available on a consistent basis for all site options and could introduce bias to the IIA.

2.67 The IIA of site options followed the three-step process described below.

Step 1: GIS-based assessment of all reasonable alternative site options

2.68 All reasonable alternative site options were subject to a high-level assessment against the IIA objectives.

2.69 Sites proposed in the Regulation 18(2) Local Plan and the Gypsy and Traveller Policy and Site Options Consultation Paper were identified from a variety of sources including the Call for Sites exercise carried out in 2018; the Strategic Housing Land Availability Assessment (2016); the Employment Land Study (2016); the Retail Study (2016); the Core Strategy 2012; the 1996 Local Plan; HBC owned sites; and potential sites identified by HBC (not in HBC's ownership).

2.70 For the Regulation 18(2) SA Report, a total of 179 reasonable alternative site options were identified comprising:

- 129 potential housing sites;
- 15 potential employment sites;
- 2 potential retail sites; and
- 33 potential mixed-use sites:
 - 15 sites were identified as being potentially suitable for housing, employment and/or retail;
 - 14 sites were identified as being potentially suitable for housing and/or employment;
 - three sites were identified as being potentially suitable for housing and/or retail; and
 - one site was identified as being potentially suitable for employment and/or retail.

2.71 For the Gypsy and Traveller Site Options SA Addendum Report, a total of six reasonable alternative site options for Gypsy and Traveller accommodation were appraised.

2.72 Following consultation on the Regulation 18(2) Local Plan and its associated SA Report in 2019; consultation on the Gypsy and Traveller Policy and Site Options Consultation Paper and its associated SA Addendum Report in 2020; and a further 'Call for Sites' exercise in 2020, a total of 36 proposed site allocations are proposed in the Regulation 19 Local Plan comprising:

- 22 housing sites;
- five Gypsy and Traveller sites;
- six employment sites;
- one mixed-use site; and
- two safeguarded sites.

2.73 This part of the assessment was wholly based on spatial analysis carried out using GIS, by reference to the assessment criteria set out in **Appendix D**. Several

adjustments have been necessary, for example to ensure that the criteria are mutually exclusive and collectively exhaustive so that they can be automatically applied in GIS. Application of these criteria ensured consistency and transparency in the appraisal of the site options and determination of the significance of effects.

2.74 Sites were assessed on the basis of existing services and facilities, i.e. healthcare facilities, open space, community facilities, recreational routes, sustainable transport links. While some sites may be large enough to provide new facilities in their own right, no such provision was assumed by the IIA and any proposals for such provision by site promoters are not included in the IIA. Similarly, the presence of or proximity to natural and historic environment designations were also assessed, however, mitigation measures which may avoid adverse effects and may even result in beneficial effects were not assumed. As such, the IIA of the site options was undertaken on a consistent basis for all sites.

2.75 Other than quality assurance checking, no qualitative assessment was carried out during Step 1 and no narrative explanation of scores received by individual site options was provided as they flow directly from application of the criteria set out in **Appendix D**.

2.76 The principal outputs of Step 1 were GIS generated tables for each IIA objective and a 'master table' showing the score received by each site option against each criterion. These scores represented the final results for sites not subject to additional qualitative assessment (see Step 2).

Step 2: Additional qualitative assessment of site options

2.77 Additional qualitative assessment was undertaken for sites that were rated by the GIS analysis in Step 1 as having significant positive effects, significant negative effects or mixed effects (either significant or minor effects). The revised score is presented in the final column of the assessment proformas along with a brief justification for the score.

2.78 Due to the presence of barriers such as the motorway, the railway line and the Leeds and Liverpool Canal, additional qualitative assessment was undertaken for several sites proposed in the Regulation 19 Local Plan which were identified as likely to experience access issues due to the above barriers. The qualitative assessment for these sites was undertaken for IIA objectives 1: Employment, 4: Health, 6: Poverty, 7: Community Facilities, 8: Sustainable Transport, 10: Town Centres, 14: Climate Change, and 19: Pollution as these objectives measure proximity to sustainable transport links,

community facilities/services, healthcare facilities, areas of open space, recreational routes, and town and retail centres. The revised score is presented in the final column of the assessment pro-formas along with a brief justification for the revision.

2.79 A secondary output of Step 2 was a series of maps depicting the IIA scores for each site in relation to the 20 IIA objectives (see **Appendix F**).

Health Impact Assessment

2.80 The background and overall approach to HIA is set out in **Chapter 1**.

2.81 While the IIA Framework (see **Table 2.1** earlier in this section) identifies the most relevant SEA topic for each objective, many of the IIA objectives also have potential to impact the health and wellbeing of the population, as set out below:

- **IIA 3: Education** - Raise educational achievements throughout the borough.
 - As well as providing mental stimulation and personal achievement, education is important in achieving employment goals.
- **IIA 4: Health and Wellbeing** - Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all.
 - This objective directly addresses health and wellbeing.
- **IIA 5: Crime** - Reduce and prevent crime/fear of crime and anti-social behaviour in the borough.
 - Reducing crime, anti-social behaviour and fear of crime is important for physical and mental wellbeing.
- **IIA 6: Poverty** - Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough.
 - Equality of opportunity ensures everyone can access the health and wellbeing services and facilities they need, as well as promoting a sense of inclusion.
- **IIA 7: Equality of access** - Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all.
 - Equality of access to and engagement in community and recreational activities is important for physical and mental wellbeing.
- **IIA 8: Transport** - Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.
 - Encouraging active travel, such as walking and cycling can have a wider range of positive implications for health, including increased physical activity and opportunities for social interaction. In addition, an increase in active travel would be associated with a decrease in vehicular transport and an associated decrease in air pollutants that can be harmful to human health.
- **IIA 9: Housing** - Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments.
 - Suitable, quality housing provides mental benefits of security and physical health benefits of having a healthy living environment.
- **IIA 10: Town Centres** - Maintain and enhance the vitality and viability of town and retail centres.
 - High quality public realm and community/amenity space that is safe and encourages positive community interaction is important for physical and mental wellbeing.
- **IIA 11: Historic Environment** - Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage.
 - The historic environment can promote wellbeing by providing a sense of place, pride in the local area, and intellectual stimulation.
- **IIA 12: Waste** - Move treatment of waste up the Waste Hierarchy.
 - Optimising reuse and minimising waste benefits the wider environment and the ecosystem services it provides.

- **IIA 13: Natural Resources** - Use natural resources and energy more efficiently.
 - Sustainable use of resources ensures that resources are available for essential infrastructure, including transport, health centres and local amenities.
- **IIA 14: Climate Change** – Reduce Hyndburn’s contribution to climate change through appropriate mitigation measures.
 - Climate change impacts on health and wellbeing for example by increasing weather-related illnesses and accidents (such as heat strokes and storm damage), affecting food production and increasing the spread of disease.
- **IIA 15: Flooding** – Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding.
 - Flooding can result in emotional and financial stress, as well as the spread of disease.
- **IIA 16: Biodiversity and Geodiversity** – Restore, enhance, maintain and expand biodiversity and geodiversity.
 - Well-functioning ecosystems provide a range of ecosystem services, including clean air and water, pollination of food crops and opportunities for recreation.
 - Connection with nature can improve mental wellbeing.
- **IIA 17: Landscape** – Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces.
 - The landscape and townscape can promote wellbeing by providing a sense of place, a sense of peace and beauty, interest and providing sites for recreation.
- **IIA 18: Water** – Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water.
 - Availability of clean water is essential for drinking and sanitation.
- **IIA 19: Pollution** – Minimise noise, light and air pollution.

- Poor air quality can lead to and aggravate respiratory diseases.

- **IIA 20: Soil** - Value, protect and enhance soil quality and resources.
 - Contaminated land can be harmful to human health.
 - Best and most versatile land is important for food growing.

Difficulties encountered and data limitations

2.82 It is a requirement of the SEA Regulations that consideration is given to any data limitations or other difficulties that are encountered during the IIA process and these are outlined below.

2.83 A number of potential challenges have arisen from the scope of this IIA, most notably due to the large number of sites proposed in the Regulation 18(2) Local Plan that needed to be subject to appraisal and the need to ensure that this was done in a consistent manner. In order to address this issue, detailed assumptions relating to each of the IIA objectives were developed and applied during the appraisal of site options (as described above). Several adjustments were necessary, for example to ensure that the criteria are mutually exclusive and collectively exhaustive so that they can be automatically applied in GIS. Each time an adjustment was made, it was necessary to re-run the analysis, cross check a sample of sites in GIS, update the database of sites and re-export the GIS generated spreadsheets of IIA scores. Furthermore, as the process was automated, it was not possible to rely on professional judgement when assessing the sites, for example to take account of significant barriers to movement such as the motorway, railway line or the Leeds and Liverpool Canal, or to view aerial maps to identify greenfield sites.

2.84 It was originally envisaged that it would only be necessary to undertake additional qualitative assessment for sites that were rated by the GIS analysis as having either significant positive or significant negative effects. However, as the GIS analysis measured distances as the straight-line distance from the closest edge of the site option to existing services/facilities and due to the motorway, the railway line and the Leeds and Liverpool Canal which are significant barriers to straight-line movement, additional qualitative assessment of several sites was undertaken in relation to eight IIA objectives (see above).

2.85 Due to the number of different issues covered by IIA objectives **4: Health**, **13: Natural Resources** and **19: Pollution**, there was potential for conflicting positive and negative effects and therefore, assumptions for mixed effects were included in the appraisal, for example a site may have good access to health care facilities, open space and recreational routes but the development of the site may result in the loss of an area of open space (relating to IIA objective 4: Health). Due to the complexity of the mixed effects assumptions, additional qualitative analysis was undertaken to ensure the criteria were applied correctly.

2.86 There were a number of issues with the availability and quality of GIS datasets. HBC do not have a dataset of greenfield sites and therefore, sites which were not classed as brownfield land (on the Brownfield Register) or contaminated land were assumed to be greenfield locations. Although there are a number of sites which are identified as contaminated land but which are undeveloped, a manual check of aerial imagery to identify potential greenfield sites was ruled out due to time and resource constraints.

2.87 The draft findings of the Level 1 Strategic Flood Risk Assessment prepared in May 2022 were used to inform the appraisal of the Regulation 19 site allocations. However, it is possible that the site boundaries may be revised following consultation with the Environment Agency.

2.88 It was not possible to assess in the IIA the potential impact on the road network and traffic generation from the development of sites.

2.89 It was not possible to assess in the IIA which sites are hydrologically connected and therefore a 100m buffer of sites was used to identify waterbodies that might be affected by development. There was no differentiation of mineral and waste sites allocated in the Joint Lancashire Minerals and Waste Local Plan shapefile.

2.90 Due to the scale of the site options appraisal work required, it was also recognised that not every local characteristic would be able to be investigated in detail for each site option. For example, in relation to the proximity of the site options to local services/facilities, sustainable transport facilities, open space and designated environmental assets, it was necessary to base the score on proximity only - while it was recognised that in some cases sites might be close to poor quality local services/facilities, transport facilities and open space, or non-designated environmental assets, the strategic nature of the IIA meant that it was not possible to investigate this potential for each site. This approach was

considered to be the best way of ensuring consistency and a comparable level of detail in each site appraisal.

2.91 No other specific data limitations or difficulties were encountered during the IIA process.

Chapter 3

Sustainability Context for Development in Hyndburn

Introduction

3.1 Schedule 2 of the SEA Regulations requires information on the following (numbering relates to the items listed in Schedule 2 of the Regulations):

1. *“an outline of the contents and main objectives of the Plan and its relationship with other relevant plans or programmes” and*
5. *“the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation”.*

3.2 An outline of the Hyndburn Local Plan is provided in **Chapter 1. Appendix B** of this IIA Report updates the information presented in Appendices 1 and 3 of the 2019 Regulation 18(2) SA Report. It provides a detailed review of relevant international and national plans, policies and programmes, and presents an update to the baseline information. The updated review is structured around the following key themes:

- Population, health and wellbeing;
- Economy and employment;
- Transport and accessibility;
- Air, land and water quality;
- Climate change mitigation and adaptation;
- Biodiversity and geodiversity;
- Historic environment;
- Landscape;
- Mineral resources; and
- Waste.

3.3 The following paragraphs present a synopsis of the key changes to the policy context since the 2019 Regulation 18(2) SA Report was prepared.

Policy context

3.4 The Hyndburn Local Plan is not prepared in isolation and needs to be consistent with international and national guidance and strategic planning policies. It should contribute to the goals of a wide range of other programmes and strategies, such as those relating to social policy, culture and heritage. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level. It should be noted that the policy context within which the Hyndburn Local Plan and its IIA are being prepared is inherently uncertain given the following key factors:

- **UK economy narrowly avoiding recession** – The UK economy narrowly avoided a recession after zero growth in the final quarter of 2022, thus avoiding two quarters of negative growth which mark a technical recession. However, the economy is still expected to shrink by 0.2% in 2023, according to the Office of Budget Responsibility (OBR)⁴¹. The OBR, which is the Government's independent forecaster, expects housing incomes to drop by 6% this year and next once rising prices are taken into account – the largest two-year fall in living standards since the 1950s. Despite avoiding a recession, the UK is the only country in the G7 with an economy that is smaller than it was before the COVID-19 pandemic (-0.8% GDP growth October-December 2022)⁴². The potential implications for planning and development include Government spending cuts impacting on support available for services and facilities and new infrastructure.
- **COVID-19** – The COVID-19 pandemic has led to far-reaching changes to society in the UK and around the world. Which of these changes will continue in the long term is unknown. However, emerging evidence suggests that there has been an increase in remote working; reduced commuting and related congestion and air pollution; and increased prioritisation of walking and cycling over private transport in towns and cities.
- **Brexit** – Following the United Kingdom's (UK) departure from the European Union (EU) on 31st January 2020, it entered a transition period which ended on 31st December 2020. From 1st January 2021, directly applicable EU law no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law. Where EU law has been transposed into UK

law and not repealed, the relevant UK legislation is still referred to in this report.

- **The Levelling Up and Regeneration Bill**⁴³, published on 11th May 2022, introduces a number of reforms to the planning system. It sets out the Government's plans to drive local growth and empower local leaders to regenerate their areas. The Bill introduces a new Infrastructure Levy, new powers for councils to bring vacant properties back into use, a new approach to environmental assessments, and changes to neighbourhood planning including digitisation of the system.

3.5 This chapter updates the information in Appendix 1 of the 2019 SA Report and provides a detailed review of relevant international and national plans and programmes, in line with the SEA Regulations.

International

3.6 Former **EU Directive 2001/42/EC** on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive') and **EU Directive 92/43/EEC** on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') were transposed into the Strategic Environmental Assessment (SEA) Regulations and Habitats Regulations. Following the UK's departure from the EU, these Regulations still apply and require environmental assessment processes to be undertaken in relation to the Local Plan. These processes should be undertaken iteratively and integrated into the production of the plan in order to ensure that any potential negative environmental effects (including on European-level nature conservation designations) are identified and can be mitigated.

3.7 There were also a wide range of other EU Directives relating to issues such as water quality, waste and air quality, most of which are transposed into UK law through Acts, Regulations and national-level policy. The UK has now fully left the EU and therefore EU Directives no longer apply to the UK. The relevant Regulations are discussed in **Appendix B**.

National

3.8 There is an extensive range of national policies, plans and programmes that are of relevance to the Local Plan and IIA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies,

⁴¹ Office for Budget Responsibility (2023) Economic and fiscal outlook – March 2023. Available at: <https://obr.uk/economic-and-fiscal-outlooks/>

⁴² House of Commons Library (2023) GDP – International Comparisons: Key Economic Indicators. Available at: <https://commonslibrary.parliament.uk/research-briefings/sn02784/>

⁴³ Department for Levelling Up, Housing and Communities (2022) *The Levelling Up and Regeneration Bill* [online]. Available at: <https://www.gov.uk/government/collections/levelling-up-and-regeneration-bill>

plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the National Planning Policy Framework (NPPF) and Planning Practice Guidance of relevance to the Local Plan and IIA is provided below. In addition, the main sustainability objectives of other national plans and programmes which are of most relevance for the Local Plan and IIA are provided in **Appendix B**.

National Planning Policy Framework

3.9 Since the preparation of the Hyndburn Local Plan at the Regulation 18 stage of the plan-making process, a revised **National Planning Policy Framework**⁴⁴ was published in July 2021, replacing the previous version of the NPPF published in March 2012, and revised in July 2018. The previous SA Report was published in 2019 and therefore referred to the 2018 version of the NPPF that was extant at that time. Notable changes that have been made to the NPPF since the publication of the original 2012 version include:

- Changes to calculating housing need over the plan period and agreeing a housing five-year land supply.
- Design policies are considered instrumental in delivering new homes, and local planning authorities (LPAs) must make sure that the quality of approved developments does not materially diminish between permission and completion.
- Planning policies and decisions should seek to achieve "appropriate densities", with the use of minimum density standards for city and town centres and other areas well-served by public transport, as this is key to their long-term vitality and viability. They should clarify the range of uses permitted in such locations.
- Planning policies and decisions should support opportunities to use the airspace above existing buildings, by allowing upward extensions. There is also support for local authorities to take a positive approach to applications for alternative uses on land which is currently developed but not allocated.
- Planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. There is also additional recognition of the role that planning can play in promoting social interaction and healthy lifestyles.
- Clarity on the ways in which transport should be considered as part of the planning process from the

earliest stages of plan-making and development proposals.

- Plans are to have regard to the cumulative impacts of flood risk, rather than just to or from individual development sites.
- Updates also align with the 25 Year Environment Plan, including taking air quality into account in planning policies and decisions.

3.10 The Hyndburn Local Plan must be consistent with the requirements of the NPPF, which states:

"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

3.11 The 2021 revisions to the NPPF reflect the Government's commitment to making beauty and place making a strategic theme in national planning policy. The changes make clear that development that is not well designed should be refused and that 'good design and beautiful places' should be at the centre of plan making and decision making.

3.12 Both the Hyndburn Local Plan and IIA are being prepared in line with the NPPF. The IIA Framework contains sustainability objectives relating to good design (IIA objective 9), the vitality of town centres (IIA objective 10), sustainable land use (IIA objective 13), sustainable transport (IIA objective 8), flood risk management (IIA objective 15), climate mitigation and adaptation (IIA objectives 14 and 15) and the conservation and enhancement of the natural environment (IIA objectives 16, 17, 18, 19 and 20).

National Planning Practice Guidance

3.13 National Planning Practice Guidance⁴⁵ (NPPG) provides guidance on the interpretation and implementation of the NPPF. The NPPG is an online resource that is continuously being updated and the following updates have been made since the 2019 SA Report:

- 15th March 2019 – updated guidance on 'Climate change'.
- 09th May 2019 – updated guidance on 'Neighbourhood planning' and 'Viability'.

⁴⁴ Ministry of Housing, Communities & Local Government (2021) *National Planning Policy Framework* [online]. Available at: <https://www.gov.uk/guidance/national-planning-policy-framework>

⁴⁵ Ministry of Housing, Communities & Local Government (2021) *Planning Practice Guidance* [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

- 26th June 2019 – new information on 'Housing for older and disabled people'.
- 22nd July 2019 – new information on 'Appropriate assessment', 'Effective use of land', 'Green Belt', 'Historic environment', 'Natural environment', 'Noise', 'Water supply, wastewater and water quality', 'Housing needs of different groups' and 'Housing supply and delivery'.
- 1st October 2019 – updated guidance on 'Design: process and tools'.
- 1st November 2019 – updated guidance on 'Air quality', 'Light pollution'.
- 18th September 2020 – updated guidance on 'Town centres and retail'.
- 25th September 2020 – updated guidance on 'Neighbourhood planning'.
- 15th and 31st December 2020 – updated guidance on 'Housing and economic needs assessment' and 'Strategic environmental assessment and sustainability appraisal'.
- 24th May 2021 – updated guidance on 'Housing needs of different groups'.
- 20th August 2021 – updated guidance on 'Flood risk and coastal change'.
- 20th August 2021 – new guidance on 'Fire safety and high-rise residential buildings'.
- 7th August 2022 – updated guidance on 'Healthy and safe communities'.
- 25th August 2022 - updated guidance on 'Flood risk and coastal change'.

3.14 Both the Hyndburn Local Plan and the IIA are being prepared in line with the guidance outlined in the NPPG.

Other relevant international / national plans and programmes

3.15 Numerous other plans and/or programmes are of relevance to preparation of the Hyndburn Local Plan and the IIA. Unlike the NPPF, most of the documents focus on a specific topic area which the IIA will consider. There will be some overlap between IIA topics covered by these plans and programmes where those documents contain more overarching objectives, e.g. the Environmental Improvement Plan 2023⁴⁶ will be relevant to several IIA topics. However, the

plans and programmes considered to be of most relevance for the IIA have been grouped by the topics they most directly seek to address in **Appendix B**.

Sub-national policy context

3.16 Below the national level there are further plans and programmes which are of relevance for the Local Plan and IIA process. Development in Hyndburn will not be delivered in isolation from those areas around it. Given the interconnection between Hyndburn and the surrounding areas there is potential for cross-boundary and in-combination effects where development is proposed through development plans in neighbouring authorities. As such, a summary of the following plans for local authority areas which surround the Borough is provided below:

Ribble Valley

3.17 The adopted Local Plan, the *Core Strategy 2008-2028: A Local Plan for Ribble Valley* outlines that land for residential development will be made available to deliver 5,600 dwellings, estimated at an average annual completion target of at least 280 dwellings per year over the period 2008 to 2028. The Council also aims to allocate an additional eight hectares of land for employment purpose in appropriate and sustainable locations during the lifetime of this plan.

3.18 A Local Plan Review is currently taking place to update the Local Development Framework, establish a new vision, underlying objectives and key principles that will guide the development of the Ribble Valley to 2038. This will encompass the policies within the existing Core Strategy and the provisions of the Housing and Economic Development DPD to create a single document which will direct new development within the borough.

3.19 In May 2022, the Council reached the Regulation 18 stage of the plan-making process and consulted with residents and other stakeholders on the strategic issues to consider as part of the new Local Plan. It identifies a need for 2,330 homes and 22 hectares of employment land (gross) for the period 2021 – 2038.

Burnley

3.20 On 31 July 2018, the Council adopted Burnley's Local Plan which covers the period 2012-2032. The adopted Local Plan outlines that over the 20 year period from 2012 to 2032 provision will be made to deliver a minimum of 3,880 net additional dwellings, equating to an indicative average of 194

⁴⁶ Department for Environment, Food and Rural Affairs (2023) Environmental Improvement Plan 2023 (online) Available at:

<https://www.gov.uk/government/publications/environmental-improvement-plan>

dwellings per annum, and at least 66 hectares of employment land.

Rossendale

3.21 The *Rossendale Local Plan 2019 to 2036* was adopted by the Council on 15 December 2021. The adopted Local Plan outlines provision for at least 3,191 additional dwellings and 27 hectares of employment land over the plan period

Blackburn with Darwen

3.22 The Council's *Local Plan Part 2* was adopted in December 2015 and covers the period 2011-2026. The adopted Local Plan outlines provision for 3,605 homes and at least 66 hectares of employment land over the plan period.

3.23 The adopted Local Plan outlines Whitebirk Strategic Employment Site, adjacent to Junction 6 of the M65, as a key area for new employment development over the next 15 years.

3.24 A new Local Plan 2021-2037 is currently being prepared. The Council submitted their Regulation 19 Local Plan to the Planning Inspectorate on Friday 5th August 2022. The proposed Local Plan supports the delivery of a minimum of 447 net new dwellings per annum and the delivery of at least 46.4ha of new employment land over the period 2021-2037.

3.25 This Local Plan releases a significant area of land from the Green Belt located at Junction 5 of the M65 in Blackburn. This strategic site is allocated for development to enable the Borough's identified employment requirements to be met in full over the plan period and represents a key part of the employment strategy of the Plan.

3.26 Major infrastructure schemes outlined in the proposed Local Plan include:

- Major junction improvements at: Junction 5 of the M65; Haslingden Road – Strategic Employment Site access to Blackamoor Road / Haslingden Road; A666 / Jack Walker Way (South); Goose House Lane / Chapels.
- A new Household Waste Recycling Centre in Darwen.

Implications of the policy review for the Local Plan and IIA

3.27 The following sections summarise the implications of the policy review for the Local Plan and IIA.

- **Population, health and wellbeing:** The Local Plan should seek to provide open space and green infrastructure of sufficient quantity and quality to meet the needs of the Plan area; to encourage healthy and active lifestyles; to create fair, safe and inclusive communities; reduce inequality in health and wellbeing;

and to improve the sustainable transport network within the Plan area. The Local Plan should seek to ensure the provision of goods, services, facilities, public functions, the disposal and management of premises, education and associations, meet the Equality Act 2010 requirements. The Local Plan should seek to create and maintain safe and attractive public spaces that encourage people to walk and cycle, promote a sense of place and reduce the need to travel. The Local Plan should seek to provide opportunities for education, skills and employment that will help all to succeed in life and advance equality of opportunity. The IIA is able to respond to this through the inclusion of IIA objectives relating to health and wellbeing, social inclusion, and sustainable transport.

- **Economy and employment:** The Local Plan should support the sustainable growth of income and employment as well as the enhancement of productivity and investment within the Hyndburn economy. The IIA is able to respond to this through the inclusion of IIA objectives relating to economic growth and employment.
- **Transport and accessibility:** The Local Plan should encourage sustainable modes of transport in order to improve air quality, minimise climate change and reduce congestion. The Local Plan should also encourage walking and cycling as alternative modes of transport by locating key services and employment opportunities close to where people live and by providing safe and attractive walking and cycling infrastructure, as well as recognise the multiple benefits they bring in terms of physical and mental health, reducing carbon emissions and reducing air pollution. The IIA is able to respond to this through the inclusion of IIA objectives relating to the mitigation of climate change, improving air quality, public health and wellbeing, and the provision of sustainable transport.
- **Air, land and water quality:** The Local Plan should seek to minimise the contamination of land, water and air, and to ensure the effective management of waste and water and the efficient extraction of minerals. The IIA is able to respond to this through the inclusion of IIA objectives relating to air pollution, water quality, land contamination, waste management, and the efficient use of land.
- **Climate change mitigation and adaptation:** The Local Plan should seek to ensure that new development reduces carbon emissions, is energy efficient, and promotes the use of renewable energy sources and sustainable construction methods and materials. The Local Plan should encourage new development to be designed to adapt to climate change for the increased

likelihood of extreme weather events including overheating as a result of temperature rise. The Local Plan should also seek to ensure that risk from all sources of flooding as a result of climate change is avoided where possible, and where this is not possible, that the risks are managed effectively to ensure that development is resilient to future flooding, as well as improve the transport network across the Plan area including by encouraging a modal shift towards public transport, walking and cycling, and reduce the need to travel by car. The IIA is able to respond to this through the inclusion of IIA objectives relating to the mitigation of climate change and adaptation to climate change, sustainable construction, flooding and sustainable transport.

- **Biodiversity and geodiversity:** The Local Plan should seek to manage, protect and enhance ecological features and biodiversity and encourage habitat restoration or creation. The Local Plan should also seek to ensure that environmental pollution is minimised in order to protect land, water and air quality. The Local Plan should seek to take the following themes into account: conservation; creation; connection; and celebration. The Local Plan should embed the principle of environmental net gain and tackling invasive species. The IIA is able to respond to this through the inclusion of IIA objectives relating to the protection and enhancement of biodiversity, air pollution, water quality and contaminated land.
- **Historic environment:** The Local Plan should seek to conserve and enhance the historic environment, including heritage and cultural assets both designated and undesignated, and to protect local character and distinctiveness. Particular regard should be given to protecting heritage assets which have been identified as being 'at risk' (both at the national and local level). Policies should be included to address these issues and site options should be considered with regard to the potential for adverse effects on the historic environment. The IIA Framework should include objectives relating to the conservation and enhancement of the historic environment and the character of landscapes and townscapes. The IIA should appraise both policy and site options in terms of the potential for effects on the historic environment, taking into account climate change. It should identify those locations at which development would have the greatest potential to adversely impact the historic environment, as informed by heritage impact assessment work for the Local Plan.
- **Landscape:** The Local Plan should seek to protect and enhance designated and valued landscapes; protect and enhance the quality and distinctiveness of natural

landscapes and townscapes; promote high quality design that respects and enhances local character; and ensure tourism is compatible with protection of biodiversity, landscapes and townscapes. The Local Plan should seek to increase recognition of the linkages and interplay between the different aspects and roles of landscape, including local distinctiveness; the historic environment; natural resources; farming, forestry and food; educational, leisure and recreation opportunities; transport and infrastructure; and settlements and nature conservation. The IIA is able to respond to this through the inclusion of IIA objectives relating to the character of landscapes and townscapes and green infrastructure.

Baseline information

3.28 Baseline information provides the basis for predicting and monitoring the likely sustainability effects of a plan and helps to identify key sustainability issues and means of dealing with them. Schedule 2 of the SEA Regulations requires that the Environmental Report includes information on:

(2) *"The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.*

(3) *The environmental characteristics of areas likely to be significantly affected.*

(4) *Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive".*

3.29 Schedule 2(6) of the SEA Regulations requires the likely significant effects of the plan on the environment to be assessed in relation to: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the inter-relationship between these. As an integrated IIA is being carried out, baseline information relating to other 'sustainability' topics has also been included, for example, information about housing, social inclusiveness, transport, energy, waste and economic growth.

3.30 Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IIA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Hyndburn Local Plan to understand the likely future sustainability conditions in the absence of the local plan.

3.31 SEA guidance recognises that data gaps will exist but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline, or reports not yet published, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis. As with the review of relevant plans and programmes, the baseline information presented in Appendix 3 of the 2019 SA Report has been revised and updated to make use of the most recent available information sources

3.32 The updated baseline information is presented in **Appendix B**.

Key sustainability issues and likely evolution without the Hyndburn Local Plan

3.33 Analysis of the baseline information has enabled a number of key sustainability issues facing Hyndburn to be identified. Identification of the key sustainability issues and

consideration of how these issues might develop over time if the Hyndburn Local Plan is not prepared, help to meet the requirements of Schedule 2 of the SEA Regulations to provide information on:

(2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan; and

(4) Any existing environmental problems which are relevant to the plan.

3.34 A set of key sustainability issues for Hyndburn were previously developed for the SA of the Development Management DPD. This list has been reviewed and expanded upon to reflect the updated baseline information. The revised set of key sustainability issues is presented in **Table 3.1**.

3.35 It is also a requirement of the SEA Regulations that consideration is given to the likely evolution of the environment in the plan area without implementation of the plan or programme. This analysis is also presented in **Table 3.1** in relation to each of the key sustainability issues.

Table 3.1: Key sustainability issues and likely evolution without the Hyndburn Local Plan

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
Biodiversity and Geodiversity	
<p>Hyndburn Borough contains areas of ecological and geological value, some of which are in unfavourable condition.</p> <p>Since the designation of two additional Local Nature Reserves in 2017, Hyndburn is the first local authority in Lancashire to meet Natural England's recommended standards for provision of LNRs of 1ha per 1,000 population.</p>	<p>The Local Plan offers the opportunity to allocate sites following consideration of their impacts on biodiversity and geodiversity assets through the IIA. Without the implementation of the Local Plan, further development may not come forward in the most appropriate locations and impacts on biodiversity could be inappropriate.</p> <p>The adopted Core Strategy particularly policies <i>Env1: Green Infrastructure</i> and <i>Env2: Natural Environment Enhancement</i> require developments to protect and enhance green infrastructure and, ecological and geological resources. These policies will continue to apply in the absence of the Local Plan. Similarly, policies <i>DM18: Protection and Enhancement of the Natural Environment</i> and <i>DM19: Protected Species</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which seek to protect designated sites, protected species and ecological networks. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Climate Change	
<p>Hyndburn is likely to experience more extreme impacts as a result of climate change – wetter winters with greater incidences of flooding, and warmer, drier summers with greater incidences of low flow rivers (during the summer months). However, climate change also presents a number of opportunities - milder winters should reduce the costs of heating homes and other buildings, helping to alleviate fuel poverty and reducing the number of winter deaths from cold.</p>	<p>Without the implementation of the Local Plan, site allocations may be less well planned and could potentially be located in vulnerable or less sustainable areas.</p> <p>The adopted Core Strategy sets out policies relating to mitigating and adapting to climate change (particularly policies <i>BD1: the Balanced Development Strategy</i> and <i>Env4: Sustainable Development and Climate Change</i>). These policies would continue to apply in the absence of the Local Plan. Similarly, policy <i>DM20: Flood Risk Management and Water Resources</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which aims to ensure that new developments avoid, reduce and manage flood risk by taking into account present and future flood risk, and the wider implications for flood risk of development located outside flood risk areas. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Water Resources and Flooding	
<p>The main causes of flooding in Hyndburn are as a result of failing culverts and localised drainage issues. Opportunities should be sought to deculvert watercourses to reduce flood risk and enhance the quality of the environment.</p> <p>Waterbodies in the Borough are achieving an overall 'moderate' ecological status but are failing in terms of their chemical status. Improvements to water quality in the Borough are required to meet the target of 'Good Ecological Status' and 'Good Chemical Status', as required by the Water Framework Directive.</p>	<p>The Local Plan offers the opportunity to allocate sites following consideration of their impacts on the water environment through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Policy <i>Env4: Sustainable Development and Climate Change</i> in the adopted Core Strategy requires new developments to be located away from areas at a high risk of flooding and to incorporate appropriate mitigation measures against flooding in areas of lower risk. This policy also seeks to improve water efficiency standards and incorporate sustainable drainage systems in new developments. Policies A4, A6 and R3 which relate to The Leeds and Liverpool Canal seek to improve the environmental quality of the waterway corridor. Similarly, Policy <i>DM20: Flood Risk Management and Water Resources</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which requires new development proposals in Flood Risk Zones 2 and 3 to undertake a Sequential or Exception Test, to incorporate the use of SuDS, and to demonstrate how measures have been implemented to increase water efficiency. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Air Quality	

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
<p>While there are currently no Air Quality Management Areas designated in Hyndburn, there are air quality issues particularly east of junction 7 on the M65 and also in Rishton, Altham, Oswaldtwistle, parts of Great Harwood and most of Accrington. The Whinney Hill Landfill Site emits the highest amount of carbon dioxide in the Borough.</p>	<p>The Local Plan offers the opportunity to allocate sites following consideration of their impacts on the air quality through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p><i>Policy Env4: Sustainable Development and Climate Change</i> in the adopted Core Strategy requires new developments to be designed to minimise greenhouse gas emissions through the use of high standards of insulation and to be located in areas which can be accessed by sustainable modes of transport. The supporting text recognises that air quality is a particular problem at the junction of Whalley Road and Blackburn/Burnley Road stating that the Whinney Hill Link Road linking the landfill site to the main road network would direct the HGVs that contribute to this problem to another route thereby improving air quality at this location. Similarly, policies <i>DM32: Sustainable Transport, Traffic and Highway Safety</i> and <i>DM33: Sustainable Transport Infrastructure</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which require development proposals to encourage sustainable travel and highway networks to be designed to improve accessibility and reduce congestion. Policies <i>DM29: Environmental Amenity</i> and <i>DM25: Pollution Control</i> require proposals for sensitive new developments (such as housing) to be located an acceptable distance away from sources of pollution (including air pollution). Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Soil	
<p>Past industrial activity has left a legacy of land contamination with 956 hectares of potentially contaminated land in the Borough.</p> <p>Development on previously developed land should continue to be prioritised. The number of new homes built on previously developed land has reduced to 54% in 2018/19, compared to 100% in the previous 3 years, according to the most recently published Authority Monitoring Report.</p> <p>There are a number of operational companies which are listed on the Pollution Inventory for their emissions to air, controlled waters and land, and off-site transfers of wastewater and waste.</p>	<p>The Local Plan offers opportunities for the existence of potentially contaminated land to be taken into account when allocating sites for development. It can also encourage the use of previously developed land over greenfield land in identifying sites for development. Without the implementation of the Local Plan, this issue would be less well addressed.</p> <p>The adopted Core Strategy includes a policy seeking to direct development to brownfield land in preference to greenfield land (<i>Policy BD 1: The Balanced Development Strategy</i>). <i>Policy Env4: Sustainable Development and Climate Change</i> in the adopted Core Strategy requires risks such as contaminated land, land stability and other risks associated with coal mining to be considered and, where necessary, addressed through appropriate remediation and mitigation measures. These policies would continue to apply in the absence of the Core Strategy Review. Similarly, policy <i>DM24: Contaminated or Unstable Land & Storage of Hazardous Substances</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which requires new developments on previously developed land, land known to be contaminated or potentially contaminated land to be subject to remediation or treatment to render the contamination identified harmless. Furthermore, the policy does not support development in close proximity to hazardous installations where it would cause a significant hazard to the health of residents and the environment. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Landscape	
<p>The Green Belt plays a crucial role in checking urban sprawl and preserving the setting of historic towns. However, the Green Belt is continuously under pressure from urban influences and to accommodate new development in the Borough, which can diminish the contribution that the landscape makes to</p>	<p>The Local Plan offers the opportunity to allocate sites following consideration of their impacts on the landscape and townscape through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The physical separation of the countryside between the settlements is maintained through <i>Policy BD1: The Balanced Development Strategy</i> and <i>Policy RA1: Amount and Distribution of Housing in Rural Areas</i> of the adopted Core Strategy. These policies would continue to apply in the absence of the Local Plan. Similarly, policy <i>DM34: Development in the Green Belt and Countryside</i></p>

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
<p>maintaining the character of the Borough and its settlements.</p> <p>The industrial heritage of the Borough is an important element of the townscape which should be protected, restored and maintained.</p> <p>The Borough has met the national target for Accessible Natural Greenspace for Local Nature Reserves.</p>	<p>Area of the Development Management DPD will continue to apply in the absence of the Local Plan which requires new buildings in the Green Belt to accommodate agricultural or forestry workers, to comprise limited infilling, to involve the redevelopment of previously developed land, or to replace an existing residential building. All proposals should meet a number of criteria including being capable of being developed without adversely affecting the character of the Green Belt. Furthermore, policy <i>DM21: Protection of Open Spaces</i> seeks to protect important open spaces. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Historic Environment	
<p>There are areas of historic importance in Hyndburn that should be preserved and enhanced. These are continuously facing pressures for change.</p> <p>Two Conservation Areas and three Listed Buildings in the Borough are recorded on the Heritage at Risk Register.</p> <p>The majority of the former textile mill sites have been redeveloped however, there is potential for undiscovered heritage assets at the 30 undeveloped former textile mills sites.</p>	<p>The Local Plan offers the opportunity to allocate sites following consideration of their impacts on the historic environment through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Without the implementation of the Local Plan, policy <i>DM22: Heritage Assets</i> of the Development Management DPD will apply which supports proposals where they seek to minimise harm to the significance of heritage assets and their settings including non-designated heritage assets. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan through the implementation of the Development Management DPD.</p>
Mineral Resources	
<p>Land contamination and stability are of particular concern due to the numerous disused quarries and coal mines located throughout the Borough.</p>	<p>The Local Plan offers opportunities for the existence of potentially contaminated land to be taken into account when allocating sites for development. Without the implementation of the Local Plan, this issue would be less well addressed.</p> <p>Policy <i>Env4: Sustainable Development and Climate Change</i> in the adopted Core Strategy requires risks such as contaminated land, land stability and other risks associated with coal mining to be considered and, where necessary, addressed through appropriate remediation and mitigation measures. This policy would continue to apply in the absence of the Local Plan. Similarly, policy <i>DM24: Contaminated or Unstable Land & Storage of Hazardous Substances</i> of the Development Management Policies DPD will continue to apply in the absence of the Local Plan which requires new developments on previously developed land, land known to be contaminated or potentially contaminated land to be subject to remediation or treatment to render the contamination identified harmless. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Waste	
<p>Over 71% of LACW was not sent for recycling, composting or reuse in 2020/21. Hyndburn has the seventh lowest recycling/composting/reusing rate of all 14 Lancashire authorities (at 35.9%).</p> <p>There were 2,534 incidents of fly-tipping in the Borough in 2021-2022.</p>	<p>The Local Plan offers opportunities for the existence of historic landfill sites to be taken into account when allocating sites for development. Furthermore, the Local Plan can ensure that site allocations do not compromise the operation of nearby waste management facilities. Without the implementation of the Local Plan, these issues would be less well addressed.</p> <p>These sustainability issues are more likely to be addressed through the Joint Lancashire Minerals and Waste Local Plan. However, Policy <i>Env4: Sustainable Development Climate Change</i> of the adopted Core Strategy requires developments to use locally sourced, reclaimed, recycled or low environmental impact products in design and construction, and provide facilities for effective sustainable waste management in the operation of the development. It also</p>

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
<p>There are numerous historic landfill sites across the Borough which can present a risk to the surrounding environment.</p>	<p>requires risks such as contaminated land, land stability and other risks associated with coal mining to be considered and, where necessary, addressed through appropriate remediation and mitigation measures. This policy would continue to apply in the absence of the Local Plan.</p> <p>Similarly, policy <i>DM31: Waste management in all new development</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which requires new developments to provide adequate space for waste facilities capable of accommodating general household waste, recyclable waste and compostable waste. Therefore, the Development Management Policies DPD may encourage greater rates of recycling/composting/reusing in the absence of implementation of the Local Plan.</p>
Population	
<p>Over recent years Hyndburn's population has been affected by negative migration patterns, typical of other authorities in East Lancashire.</p> <p>Population projections predict that the population of Hyndburn will decrease by 3.72% by 2041 which is in contrast to the 16.5% rise predicted for England as a whole.</p> <p>High population density in the Borough (11.1 persons per hectare).</p> <p>The projected number of households in the authority is forecast to grow by 2.0% which is less than both the national and regional averages.</p> <p>Net migration is -219 persons while the natural change (births minus deaths) is 241 persons.</p> <p>Hyndburn is predicted to experience a demographic change with an increasing elderly population. This will have implications for the economy, service provision, accommodation and health.</p>	<p>Without the allocation of additional residential and employment sites in appropriate locations through the Local Plan, it is less likely that the borough will retain or attract people and the current trend for negative migration will continue.</p> <p>The adopted Core Strategy supports the provision of housing and employment opportunities to cater to the needs and demands of the changing population. Without the implementation of the Local Plan, the quantum of new housing and jobs, and the appropriate mix of housing types will not be delivered and the current trends will continue. These policies would continue to apply in the absence of the Core Strategy Review. Similarly, policies <i>DM6: Delivering Schools and Early Learning</i>, <i>DM21: Protection of Open Spaces</i>, and <i>DM7: Cultural and Community Facilities</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which support the development of new schools, cultural and community facilities, and the protection of important open spaces which should cater to the needs of the high proportion of young people in the Borough. Policy <i>DM14: Housing with Care for Older People and People with Disabilities</i> supports the development of housing with care in accessible, urban locations which should cater to the needs of the increasing population of elderly residents. Policy <i>DM16: Housing Standards</i> recognises the lack of a balanced housing market, including the provision of larger dwellings, which is thought to be an important contributing factor to the high levels of net out-migration experienced in recent years and requires new housing developments to adopt the national space standards. Policy <i>DM1: Employment Development</i> protects existing employment sites and supports proposals for new employment development which should attract more people of working age to the Borough thereby providing a more balanced proportion of people in each age bracket. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Housing	
<p>Proportion of vacant dwellings in Hyndburn is a significant issue with 4.8% of the total housing stock comprising vacant dwellings.</p> <p>Hyndburn has the third lowest median house price of 347 district and unitary authorities in England and Wales at £125,000 (as at December 2022).</p> <p>The median house price to earnings ratio in the authority is very low.</p>	<p>The Local Plan offers the opportunity to allocate new housing sites to meet the needs and demands of the changing population following consideration of their impacts through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The housing policies in the adopted Core Strategy include policies <i>H1: Housing Provision</i>, <i>Policy H2: Affordable Housing</i> and <i>Policy H3: Gypsy and Traveller Provision</i> which specify the volume, spatial distribution, and type of housing that should be delivered in the Borough. Without the implementation of the Local plan, these policies will continue to apply with the quantum of new housing and the appropriate mix of housing types not being delivered and the current trends continuing. Similarly, policies <i>DM10: New Residential Development</i>, <i>DM16: Housing Standards</i> and <i>DM26: Design Quality and Materials</i> of the Development Management DPD will apply which recognise that there is a pressing need for greater choice of high-quality housing to meet the needs of existing residents (so</p>

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
<p>Progressive decrease in the number of households on the housing waiting lists since 2001.</p> <p>Hyndburn has the second lowest predicted growth in households compared to other local authorities in Lancashire.</p> <p>In recent years, there has been a diversification away from the traditional terraced stock of housing, with semi-detached properties being the most dominant housing type being built within the Borough. Despite diversification away from traditional terraced stock, there continues to be an oversupply of this kind of housing in Hyndburn, which does not give scope for adaptations – a key issue for the aging population of the Borough.</p>	<p>they don't move out of the Borough) and to attract new people to the area. Policy <i>DM13: Development of Housing within Residential Gardens</i> recognises that the housing stock in the Borough consists of predominately high-density terraced housing with small backyards and supports the development of larger houses built at lower densities with a distinctive character which will help redress the dominance and imbalance of terraced housing and increase the choice of high-quality housing. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Social Inclusion and Deprivation	
<p>Hyndburn Borough experiences overall high levels of deprivation particularly under the income deprivation domain, employment deprivation domain, health deprivation and disability domain, and living environment deprivation domain.</p> <p>There are 23 LSOAs within the top 20% most deprived nationally.</p> <p>Hyndburn Borough has concentrated areas of child poverty, five wards within the top 20% nationally. One of the most pronounced health inequalities is infant mortality, the highest numbers of infant deaths occur disproportionately within one ward (Central). Hyndburn has a high density of households at risk of social isolation, estimated at 1,650 homes.</p> <p>It is one of the 20% most deprived authority areas in the country.</p> <p>There are 5,008 fuel poor households in the Borough.</p>	<p>The Local Plan offers the opportunity to allocate sites for employment where there is the greatest need. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The adopted Core Strategy contains policies for employment development which will help to address deprivation. Without the implementation of the Local Plan, these policies will continue to apply and the new quantum of jobs may not be delivered. Similarly, policies <i>DM1: Employment Development</i>, <i>DM2: Employment Strategies</i>, <i>DM16: Housing Standards</i>, <i>DM5: Hot Food Takeaways</i>, <i>DM11: Open Space Provision in New Residential Development</i>, and <i>DM21: Protection of Open Spaces</i> of the Development Management DPD will apply which should help to address social inclusion and deprivation to some extent in the Borough in the absence of implementation of the Local Plan.</p>
Health	
<p>The population of Hyndburn performs generally worse than the averages for the North West of England and nationally against the majority of health indicators. Hyndburn has concerning health inequalities across geography and demographics in the areas of life expectancy, mental health, obesity and excess weight in children.</p>	<p>The Local Plan offers the opportunity to allocate sites in close proximity to existing healthcare facilities as well as establishing new sustainable transport links and recreation areas to encourage physically active and healthier lifestyles. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The health policies within the adopted Core Strategy include <i>HC1: Green space and facilities for walking/cycling</i>, <i>HC2: Leisure, health and culture</i>, and <i>HC4: Community benefits/planning obligations</i>. These policies will continue to apply in the absence of the Local Plan. Similarly, policies <i>DM5: Hot Food Takeaways</i>, <i>DM11: Open Space Provision in New Residential Development</i>, and <i>DM21: Protection of Open Spaces</i> of the Development Management DPD will continue</p>

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
	to apply in the absence of the Local plan which limit the number and location of hot food takeaways, require adequate provision of public open space in new residential developments, and the protection of important open spaces used for recreation and leisure. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.
Crime	
Hyndburn has a higher than average crime rate compared to other areas in Lancashire. Nearly half of all reported crimes related to anti-social behaviour. There is also a direct correlation between crime and the most deprived areas in Hyndburn.	<p>The Local Plan is not likely to affect levels of crime directly. However, by providing for development opportunities that generate jobs and affordable housing within more deprived communities, some of the causes of crime can be addressed. Therefore, without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Policy <i>Env 6 High Quality Design</i> and Policy <i>Env 7: Environmental Amenity</i> of the adopted Core Strategy support high quality design of developments which may reduce the opportunities for crime. These policies will continue to apply in the absence of the Local Plan. Similarly, policy <i>DM26: Design Quality and Materials</i> of the Development Management DPD will continue to apply which requires places to be designed to be used safely and securely by all in the community. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Education, Skills and Training	
There is a need to improve educational attainment in the Borough. A skills gap exists in Hyndburn as it experiences poor educational attainment leading to a lack of skilled workers. By improving levels of educational attainment there could be wider social benefits and improvements to the local economy.	<p>The Local Plan offers the opportunity to allocate new employment and housing sites that are easily accessible to educational facilities. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Policy <i>ED1: New and Improved Educational Facilities</i> of the adopted Core Strategy supports proposals for accessible, high quality educational facilities that improve basic and higher level skills and qualifications. This policy will continue to apply in the absence of the Local Plan. Similarly, policy <i>DM 6: Delivering Schools and Early Learning</i> of the Development Management DPD will continue to apply in the absence of the Local Plan which supports the development of new schools and colleges provided they are designed and landscaped to a high standard, are accessible by sustainable modes of transport, and do not have an unacceptable impact on the amenity of neighbouring properties. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Culture, Leisure and Recreation	
<p>The Leeds and Liverpool Canal and the National Cycle Network are important leisure and tourism assets in the Borough which should be maintained and enhanced.</p> <p>Hyndburn is the first district in Lancashire to meet the national targets for Accessible Natural Greenspace for LNRs.</p>	<p>The Local Plan offers the opportunity to allocate new employment and housing sites following consideration of their impacts on the canal through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Policies A4, A6 and R3 of the adopted Core Strategy relate to The Leeds and Liverpool Canal and seek to improve access, views, and environmental quality of the waterway corridor. These policies will continue to apply in the absence of the Local Plan. Similarly, policy <i>DM34: Development in the Green Belt and Countryside Area</i> of the Development Management DPD will apply which supports proposals to improve access to leisure and recreational facilities, and to encourage the use of waterways for tourism, leisure, recreation and sporting activities. Therefore, this sustainability issue is likely to be addressed to some extent without implementation of the Local Plan.</p>
Economy and Employment	

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
<p>79.5% of the population of Hyndburn are employed which is above the national average (first time occurrence). In comparison to the national averages, Hyndburn has a high proportion of people who are unemployed, are claiming out-of-work benefits, have no qualifications, and earn lower wages.</p> <p>The service sector is the most dominant sector in the Borough followed by the manufacturing sector.</p> <p>Retaining skilled members of the population is an issue for the local economy.</p> <p>Strongest commuting flows are to and from Blackburn.</p> <p>There is a need to improve training levels to enhance the quality of the local workforce.</p> <p>There is a need to improve the image of the Borough to encourage inward investment and to attract new business opportunities.</p> <p>Strategic employment sites at Whitebirk and Huncoat would provide significant employment opportunities in Hyndburn.</p>	<p>The Local Plan offers the opportunity to allocate new employment sites which may attract more skilled jobs in managerial, professional and technical professions. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The adopted Core Strategy contains policies to enhance employment provision in the borough including Policy <i>BD1: The Balanced Development Strategy, E1: Future Employment Provision, E2: Protection, Modernisation and Development of Employment Sites, A2: Accrington Town Centre, A5: Brookside Business Centre, Policy A8: Strategic Employment Site at Huncoat, Policy KW1: Strategic Regional Employment Site at Whitebirk, and RA3: Protection and development of Altham Business Park</i>. These policies will continue to apply in the absence of the Local Plan and therefore the new quantum of jobs may not be delivered.</p> <p>Without the implementation of the Local Plan, policies <i>DM1: Employment Development</i> and <i>DM2: Employment Strategies</i> of the Development Management DPD will apply which protect existing employment sites, support proposals for new employment development that are of a high standard which should encourage inward investment, and require developers of major commercial or employment development to develop and implement an employment strategy which sets out how they will work alongside Jobcentre Plus to recruit employees from the local area which should address some of the issues relating to worklessness and skills in the Borough. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>
Retail	
<p>The COVID-19 pandemic has adversely impacted the health of town centres, exacerbating long-term trends of increased empty retail units and reduced footfall. However, the long-term impacts following the pandemic are uncertain.</p> <p>There is considerable leakage of comparison goods expenditure to centres and stores outside the Borough with the main retail centres competing with other nearby major shopping destinations, particularly in Blackburn, Burnley and Preston. There is a need to protect the vitality and viability of the Borough's town centres.</p> <p>Vacancy rates in Accrington and Great Harwood are above the national average.</p>	<p>The Local Plan offers the opportunity to allocate new housing and employment sites in close proximity to town and local centres which will support their vitality. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>Policies <i>BD1: The Balanced Development Strategy, A2: Accrington Town Centre, GH2: Great Harwood Town Centre and R2: Rishton Town Centre</i> in the adopted Core Strategy support the provision of key services and shopping facilities primarily in Accrington as the principal retail centre. Without the implementation of the Local Plan, these policies will continue to apply and the new quantum of retail floorspace may not be delivered and the current trend for leakage of comparison goods expenditure to centres and stores outside the Borough will continue.</p> <p>Without the implementation of the Local Plan, policy <i>DM3: Town Centre Development</i> of the Development Management DPD will apply which supports proposals that retain and develop the vitality and vibrancy of town centres by providing a mix of retail and leisure facilities and services. Policy <i>DM4: Retail Frontages</i> seeks to strengthen the retail offer of town and district centres by ensuring that at least 80% of the designated primary frontages in Great Harwood remain in retail use and that proposals maintain an active frontage with a healthy mix of town centre uses. Therefore, the Development Management DPD will help to protect to some extent the vitality and viability of the town centres in the absence of implementation of the Local Plan. Furthermore, the Accrington Area Action Plan provides the overarching strategic policy framework for Accrington town centre. It supports proposals that strengthen the retail provision in the town</p>

Key Sustainability Issues	Likely Evolution of the Issue without Implementation of the Hyndburn Local Plan
	centre which, in the absence of the Local Plan, should help to address the issue of vacancy rates in Accrington.
Transport and Accessibility	
<p>Traffic congestion and reduced air quality are a problem in urban areas of the Borough.</p> <p>Opportunities should be sought to reduce dependence on the private car and increase public transport use and other forms of sustainable transport.</p>	<p>The Local Plan offers the opportunity to allocate new housing and employment sites in close proximity to sustainable transport modes and following consideration of their impacts on transport patterns through the IIA. Without the implementation of the Local Plan, this issue may be less well addressed.</p> <p>The transport and accessibility policies in the adopted Core Strategy include Policy T1: <i>Improving Connectivity</i>, T2: <i>Cycle and Footpath Networks</i>, and T3: <i>Motorway and Trunk Road Improvements</i> which encourage the use of sustainable modes of transport and improvements to the road network to alleviate traffic congestion and connectivity issues. These policies will continue to apply in the absence of the Local Plan. Similarly, policies DM32: <i>Sustainable Transport, Traffic and Highway Safety</i> and DM33: <i>Sustainable Transport Infrastructure</i> of the Development Management DPD will apply which require development proposals to encourage sustainable travel and highway networks to be designed to improve accessibility and reduce congestion. Development proposals that generate a significant amount of traffic are required to be accompanied by a Transport Assessment and should be located where the need to travel will be minimised and in locations that are readily accessible by a variety of transport modes. Proposals should not give rise to an increase in traffic volumes that exceed the capacity of the local or strategic road network. Therefore, these sustainability issues are likely to be addressed to some extent without implementation of the Local Plan.</p>

Chapter 4

Integrated Impact Assessment Findings for the Site Allocations

Introduction

4.1 This chapter presents the IIA findings of the appraisal of site allocations proposed in the Regulation 19 Local Plan:

- 22 housing sites;
- five Gypsy and Traveller sites;
- six employment sites;
- one mixed-use site; and
- two safeguarded sites.

4.2 These sites were assessed against the IIA Framework presented in **Chapter 2** and the assumptions presented in **Appendix D** of this IIA Report.

4.3 The IIA findings for two sites that were previously omitted in error from the Regulation 18(2) SA Report, sites 237 and 239, are also reported at the end of this chapter.

All sites were appraised as 'policy-off', i.e. each site has been appraised on its own merits without consideration to the potential mitigation and enhancement measures that might be required by policies in the Local Plan.

4.4 The detailed IIA matrices for the site allocations are presented in **Appendix E** of the IIA Report. **Appendix C** presents an audit trail of the sites and outlines the reasons for the selection and/or rejection of each site for inclusion in the Local Plan. **Appendix F** presents maps depicting the IIA scores for each site by IIA objective.

4.5 A summary of the IIA scores by each of the 20 IIA objectives is provided in this chapter, in addition to a summary of the IIA findings for each of the six Local Plan areas identified in the Local Plan. The housing and Gypsy and Traveller site allocations are summarised together due to the similarity of the assessment criteria used in the appraisals. Similarly, the employment and mixed-use site are also summarised together. Where site options traverse two Local Plan areas, sites are identified in the Local Plan area where the majority of the site is located.

4.6 **Table 4.1** overleaf illustrates the IIA scores (as presented in **Appendix E**) for all sites proposed in the Regulation 19 Local Plan.

Table 4.1: Summary of IIA scores for all sites proposed in the Regulation 19 Local Plan

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H1	The Steel Works, Charter Street, Accrington	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+
H2	Land at Charter Street, Accrington	Accrington Central, Baxenden and Church	2.4	Housing	++	0	+	++/-	0	++	++	++	+	0	0	-	+	++	0	--	++	0	++	+
H3	Pendle Street, Accrington	Accrington Central, Baxenden and Church	0.2	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	-	+	0	++	-
H4	Land at Hopwood Street, Accrington	Accrington Central, Baxenden and Church	0.9	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	--	--	0	++	-
H5	Woodnook Works, Bath Street	Accrington Central, Baxenden and Church	1.9	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	--	--	-	-	++	++
H6	Union Works and Union St Garage	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	++	0	-	++	++	0	--	++	-	++	++
H7	Land north of Sandy Lane, Accrington	Accrington Central, Baxenden and Church	2.0	Housing	+	0	+	--/+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+	-
H8	Lower Barnes Street	Clayton le Moors and Altham	0.6	Housing	+	0	+	++	0	+	++	+	+	0	0	-	+/-	+	0	-	++	0	+	+
H9	Ringstonhalgh Farm	Clayton le Moors and Altham	1.1	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	0	-	--	0	+	-
H10	Clayton Triangle	Clayton le Moors and Altham	2.5	Housing	-	0	+	+	0	-	+	--	+	++	-	-	++	--	0	-	++	--	--	++
H11	Former Huncoat Colliery, Enfield Road	Huncoat	24.3	Housing	+	0	+	-	0	+	+	--/+	++	0	--	--	+/-	--/+	-	--	-	-	--/+	+
H12	Huncoat East Strategic Site (north)	Huncoat	26.0	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	+/-	++/-	0	--	-	-	++/-	+
H13	Huncoat East Strategic Site (south)	Huncoat	13.3	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	--	++/-	0	-	--	0	++/-	--
H14	Land west of A56 / north of Burnley Road	Huncoat	3.9	Housing	+	0	+	+	0	+	++	--/+	+	0	0	-	-	--/+	0	-	--	0	--/+	-
H15	Land south east of Moorfield Avenue	Huncoat	2.1	Housing	+	0	+	+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+/-	-
H16	Land south of Stanhill Road, Knuzden	Oswaldtwistle and Knuzden	6.4	Housing	+	0	+	+	0	+	++	+/-	++	0	0	--	--	+/-	0	--	-	-	+/-	--
H17	Land off Brookside Lane / Nook Lane, Oswaldtwistle	Oswaldtwistle and Knuzden	4.2	Housing	+	0	+	++/-	0	+	++	+	+	++	0	-	++/-	+	0	-	++	-	+	++
H18	Land south of Rhyddings Street and north of Stonebridge Lane	Oswaldtwistle and Knuzden	1.3	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	--	-	+	--	+	-
H19	Land off Rhoden Road / Roe Greave Road	Oswaldtwistle and Knuzden	2.2	Housing	+	0	+	++	0	+	++	+	+	0	0	-	-	+	--	-	--	-	+	-
H20	Land to the north east of Cut Lane	Rishton and Whitebirk	13.2	Housing	++	0	+	++	0	++	++	++	++	0	0	--	--	++	0	--	--	-	++	--
H21	York Mill, Livesey Street	Rishton and Whitebirk	0.8	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	0	-	++	0	++	++
H22	Land off Fielding Street and Barn Meadow Crescent	Rishton and Whitebirk	6.0	Housing	+	0	+	+	0	+	+	+	++	0	0	--	--	+	0	-	--	--	+/-	--
GT1	Land at Springvale	Accrington Central, Baxenden and Church	0.3	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	--	-	++	0	++	+
GT2	Land off Crossland Street, Accrington	Accrington Central, Baxenden and Church	0.1	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+
GT3	Land adjacent to Sankey House Farm	Clayton le Moors and Altham	0.5	Gypsy and Traveller Accommodation	+	0	+	++	0	+	++	+	+	0	0	-	-	+	0	-	0	-	--/+	-
GT4	Land off Enfield Road	Huncoat	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	+	+	+	+	0	0	-	+/-	+	0	-	-	-	--/+	+
GT5	Sough Lane site extension	Oswaldtwistle and Knuzden	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	-	-	-	+	0	0	-	-	-	0	-	--	0	-	-
EMP1	Land west of J7 Business Park	Clayton le Moors and Altham	4.4	Employment	+	+	0	++	0	0	++	+/-	0	+	0	-	+/-	+/-	0	-	++	0	+/-	+
EMP2	Moorfield Industrial Estate	Clayton le Moors and Altham	1.7	Employment	+	+	0	+	0	0	+	-	0	+	0	-	+/-	-	0	-	-	0	--	+
EMP3	Land south of Altham Business Park	Clayton le Moors and Altham	45.5	Employment	++	++	0	++	0	0	++	--/+	0	--	--	--	--	--/+	-	-	--	--	--/+	--
EMP4	Land between Blackburn Road and M65 slipway	Rishton and Whitebirk	4.0	Employment	+	+	0	+	0	0	+	--	0	+	0	-	-	--	0	-	-	-	--	-
EMP5	Land between Blackburn Road, Sidebeet Lane, Leeds & Liverpool Canal and railway	Rishton and Whitebirk	18.1	Employment	++	++	0	+	0	0	+	--	0	+	--	--	--	--	0	--	--	--	--	--

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
EMP6	Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal	Rishton and Whitebirk	20.8	Employment	++	++	0	+	0	0	+	-	0	+	--	--	--	-	0	-	--	--	-	--
MU1	Land bound by Park Road, Balfour St, Wood St and Heys Lane	Great Harwood	6.1	Mixed Use	++	++	+	++/--	0	+	++	+	++	0	0	--	+	+	0	--	++	0	+	+
S1	Land to East of Whinney Hill Quarry, west of Altham Lane, bounded by M65 to the north	Clayton le Moors and Altham	21.5	Safeguarded for Housing	+	0	+	-	0	+	+	--/+	++	0	0	--	--	--/+	-	--	--	-	--/+	--
S2	Land east of Altham Lane between railway and M65	Clayton le Moors and Altham	10.3	Safeguarded for Transport Infrastructure	0	0	0	0	0	0	0	++	0	0	0	0	--	++	0	--	--	-	++	--

IIA findings of the housing and Gypsy and Traveller site allocations

4.7 Table 4.2 provides an overview of the IIA scores (as presented in **Appendix E**) for the 22 housing and five Gypsy and Traveller site allocations.

IIA objective 1: Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce

4.8 The first sub-objective seeks to identify employment land which will generate employment opportunities for local people particularly in managerial, professional and technical professions, however the location of sites is not likely to increase employment opportunities for specific professions.

4.9 Significant positive effects are identified for ten housing sites and two Gypsy and Traveller accommodation sites in relation to IIA objective **1: Employment** as they will provide housing within 400m of a bus stop and within 400m of two or more sustainable transport links such as railways and cycle paths. This will enable residents (particularly those without cars) to more easily access employment opportunities further away from the site in question.

4.10 Minor positive effects are identified for nine housing sites and site GT3 as they are located either within: 800m of a strategic employment site, existing employment area, town or shopping centre, or retail park; within 400m of a bus stop or 800m of two or more sustainable transport links; or within 400m of a bus stop and 800m of one sustainable transport link. This will support and enhance employment opportunities as these housing sites will either be located close to employment areas or will have access to sustainable transport providing access to employment sites.

4.11 Minor rather than significant positive effects are identified for sites H11, H22, GT4 and GT5 as although they are within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to barriers such as the motorway, railway line or the Leeds and Liverpool Canal. The significance of the effect for site H10 has also been reduced for the same reasons from a minor positive effect to a minor negative effect for site H10.

IIA objective 2: Maintain or enhance conditions that enable a sustainable economy and continued investment

4.12 All 22 housing sites and five Gypsy and Traveller accommodation sites will have negligible effects in relation to IIA objective **2: Sustainable Economy** as sustainable economic growth and continued investment will depend on the

provision of employment opportunities, which will not be determined by the location of new housing developments.

IIA objective 3: Raise educational achievements throughout the borough

4.13 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development.

4.14 Therefore, 20 out of 22 housing sites and one Gypsy and Traveller accommodation sites (GT1) will have minor positive effects on IIA objective **3: Education** as they have capacity for 10 or more dwellings (or 10 pitches or more) and are likely to have a positive effect on the provision of education infrastructure in the Borough. Minor negative rather than minor positive effects are identified for sites GT4 and GT5 as schools may not be easily accessible due to the presence of barriers such as the motorway and railway line. Negligible effects are identified for the remaining two housing sites, H1 and H6, and Gypsy and Traveller accommodation sites, GT1 and GT2, as these would have capacity for less than 10 dwellings (or 10 pitches) and therefore would not need to contribute financially towards educational facilities.

IIA objective 4: Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all

4.15 This IIA objective assesses the effects of proposed sites in relation to access to healthcare services, open space, recreational facilities, and rights of way. The effects on the population from noise, light and air pollution are assessed in IIA objective 19: Pollution.

4.16 Significant positive effects are anticipated for 11 out of the 22 housing sites with respect to IIA objective **4: Health**, as they are located within 800m of several healthcare facilities, areas of open space and recreational routes. This will provide residents with accessible healthcare facilities and access to open space for recreation and leisure which may promote healthier and more active lifestyles. Significant positive effects are also expected for three Gypsy and Traveller accommodation sites (GT1, GT2, and GT3).

4.17 Minor positive effects are identified for five housing sites (H12, H13, H14, H15 and H16) as they are located within 800m of a healthcare facility, area of open space or recreational route which will ensure that residents have good access to healthcare facilities and may also encourage more journeys on foot and to be active at open space locations.

4.18 For sites H10 and H22, minor positive effects rather than significant positive effects are identified as although the sites

are within 800m of healthcare facilities, areas of open space and recreational routes, they may not be easily accessible due to barriers such as major roads and the Leeds and Liverpool Canal which may limit residents' access to these health and recreation facilities.

4.19 Mixed effects (significant positive/minor negative) are identified for two sites as they are within 800m of several healthcare facilities, areas of open space and recreational routes but also contain areas of open space which may be lost due to development (less than 50% of the site) (site H2) or are within the consultation zone for a hazardous installation which could negatively affect the health of residents at the site (H17). It is possible that the design of new developments may allow for the incorporation of open space however this is unknown at this stage in the assessment.

4.20 Minor negative rather than positive effects are identified for one housing site, (H11) and two Gypsy and Traveller accommodation sites (GT4 and GT5) as the sites are within 800m of open space or recreational routes but not all of these may be easily accessible due to the railway line or motorway.

4.21 A mixed effect (minor positive/significant negative) is identified for site H7 as, whilst the site is within 800m of areas of open space and recreational routes, there is also high-pressure gas infrastructure on Sandy Lane which may expose residents to a health hazard.

IIA objective 5: Reduce and prevent crime/fear of crime and anti-social behaviour in the borough

4.22 All 22 housing sites and all five Gypsy and Traveller accommodation sites are identified as having negligible effects with regards to IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

IIA objective 6: Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough

4.23 No proposed housing sites are located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough. The provision of affordable housing is considered under IIA objective 9: Housing.

4.24 The location of residential developments will affect social deprivation and economic inclusion by influencing how easily people are able to access job opportunities, services and facilities. Significant positive effects are identified for ten

housing sites and two Gypsy and Traveller sites (GT1 and GT2) in relation to IIA objective **6: Poverty** as they are within 400m of a bus stop and within 800m of two or more sustainable transport links such as railways and cycle paths, which will enable residents (particularly those without cars) to easily access services and opportunities, including jobs and learning, further afield. A minor rather than a significant positive effect is identified for site GT4 as, although it is within 800m of two or more sustainable transport links, these may not be easily accessed due to the presence of the railway line.

4.25 Minor positive effects are identified for 11 housing sites and one Gypsy and Traveller accommodation sites (GT3) as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide residents with good access to services, facilities and job opportunities.

4.26 Minor negative rather than minor positive effects are identified for two housing sites (H22 and H10) and one Gypsy and Traveller accommodation site (GT5), as although they are within walking distance to sustainable transport links (bus stops, railway stations and/or cycle paths), these transport links may not be easily accessible due to barriers such as major roads, the railway line and the Leeds and Liverpool Canal.

IIA objective 7: Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all

4.27 Significant positive effects are identified for 19 out of 22 housing sites and three of the five Gypsy and Traveller accommodation sites with regards to IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities, or are within 400m of a bus stop and 800m of two or more sustainable transport links. Housing in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities.

4.28 Minor positive effects rather than significant effects are identified for the remaining three housing sites (H10, H11 and H22) and for site GT4, as although they are within walking distance to community service/facilities, they may not be easily accessible due to barriers such as the motorway, railway line or the Leeds and Liverpool Canal. A minor negative effect rather than a minor positive effect is identified for site GT5 as community services and facilities are not easily accessible due to the motorway.

IIA objective 8: Reduce road traffic and congestion, pollution and accidents and improve health through

physical activity by increasing the proportion of journeys made by public transport, cycling and walking

4.29 The proximity of housing sites to public transport and active travel routes will affect the extent to which residents are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new housing developments are compared to unplanned housing developments that may occur in the absence of the Local Plan which may not be near sustainable transport links.

4.30 Significant positive effects are identified for eight housing sites in relation to IIA objective **8: Sustainable Transport** as they are within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage residents to travel via sustainable transport modes thereby limiting the amount of traffic, congestion, accidents and air pollution whilst also potentially improving health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking. Significant positive effects are also identified for two Gypsy and Traveller accommodation sites for the same reasons (GT1 and GT2).

4.31 Mixed effects (positive and negative) are identified for sites H11 (minor positive / significant negative), H12 (significant positive / significant negative), H13 (significant positive / minor negative), H14 (minor positive / significant negative) and H16 (minor positive / minor negative) as these sites are within close proximity to sustainable transport links, however, they are also close to busy roads and junctions which may increase traffic congestion and transport-related emissions in these areas and deter people from active travel.

4.32 Minor positive effects are identified for eight housing sites and one Gypsy and Traveller accommodation site (GT3) as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide residents with good access to sustainable modes of transport.

4.33 Minor rather than significant positive effects are identified for sites H11 and H22 (for H11 as part of an overall mixed effect) and for one Gypsy and Traveller accommodation site (GT4) as although they are within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to barriers such as the motorway, railway line or the Leeds and Liverpool Canal. A minor negative effect is identified for Gypsy and Traveller site GT5 as this site is within 800m of only one sustainable transport link, which may encourage residents to use private cars for transport and therefore contribute towards increased traffic, congestion and pollution.

4.34 An overall significant negative effect is identified for site H10 as the A680 and A678 roads and the Hare and Hounds junction are located near the southern and eastern boundary of the site. Development of this site is likely to contribute to existing traffic congestion and transport-related emissions. Although the site is within close proximity to sustainable transport links, not all of these are easily accessible due to the canal and the following roads A680, A678 and M65.

4.35 It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale housing developments but this cannot be assumed.

IIA objective 9: Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments

4.36 All of the potential residential sites will have positive effects in relation to IIA objective **9: Housing**, due to the nature of the proposed development. Significant positive effects are identified for six sites as larger sites, which are assumed to be those greater than 5ha in size, are likely to provide a greater mix of housing sizes, types and tenures, including affordable homes. The remaining 16 residential sites and five Gypsy and Traveller accommodation sites will have minor positive effects as, although they will provide housing, the sites are less than 5ha in size and will therefore not be able to provide the same quantity and/or mix of homes as larger sites.

4.37 The location of sites will not have an effect on energy and resource efficiency of homes, the use of sustainable design techniques, the use of sustainable materials in construction or the sense of place of an area. These factors would be influenced more by the specific design and construction methods used, including the incorporation of green infrastructure and amenity space in developments, which will not be known until planning applications come forward.

IIA objective 10: Maintain and enhance the vitality and viability of town and retail centres

4.38 Significant positive effects are identified for five out of the 22 housing sites with regards to IIA objective **10: Town Centres** as they are located entirely or mainly (>50%) on brownfield land within 800m of a town or retail centre. Locating new development on brownfield land close to town and retail centres may enhance the vitality and viability of these areas. The remaining 17 housing sites and five Gypsy and Traveller accommodation sites will have negligible effects on the IIA objective.

4.39 The location of residential sites will not influence the development of high-quality public realm or safe community/amenity space.

IIA objective 11: Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage

4.40 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment. Minor negative effects are identified for three sites (H9, H10 and H18) as they either comprise greenfield land adjacent to the Mercer Park Conservation Area, or are adjacent to Listed Buildings or local heritage areas. Development of such sites may result in adverse effects on the character and quality of the local environment, including its historic environment and cultural heritage.

4.41 One site is identified as having a significant negative effect as it contains a Grade II Listed Building, High Brake Hall (H11). Development of this site may result in adverse effects on the character and quality of this historic asset.

4.42 All effects are uncertain as they will depend on the design, scale and layout of the development which is unknown at this stage, e.g. where a site contains a Listed Building it may be possible to re-use the building sustainably however this is unknown at this stage in the assessment.

4.43 A detailed assessment of sites with potential adverse effects should be undertaken to identify the contribution the sites make towards the significance of the heritage assets in their vicinity and to determine what impact the loss of these sites and their subsequent development might have upon the significance of the heritage assets.

4.44 The remaining 18 housing sites and all five Gypsy and Traveller accommodation sites are identified as having a negligible effect as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

IIA objective 12: Move treatment of waste up the Waste Hierarchy

4.45 All developments will involve an increase in waste generation however larger sites in excess of 5ha in size can accommodate a higher number of households, and therefore will produce more waste compared to smaller sites. Significant negative effects are identified for six sites as they are in excess of 5ha in size while minor negative effects are identified for the remaining 16 housing sites and five Gypsy and Traveller sites in relation to IIA objective **12: Waste** as they are sites less than 5ha in size. Levels of recycling will not be influenced by the location of site options (HBC operate a kerbside recycling scheme).

IIA objective 13: Use natural resources and energy more efficiently

4.46 New development is likely to increase consumption of natural resources through construction. An increasing population is also likely to result in an increase in consumption of energy and natural resources. However, in most cases, the location of potential residential sites is not expected to have a direct effect on this IIA objective. Effects are likely to depend more on the energy efficiency of buildings and the use of good design and construction techniques together with wider trends in consumption, reuse and recycling.

4.47 However, significant positive effects are identified for four out of 22 housing sites in relation to IIA objective **13: Natural Resources** as they comprise brownfield land which, if developed, ensures the prudent and efficient use of natural resources. Minor positive effects are also identified for two housing sites (H1 and H2) and two Gypsy and Traveller sites (GT1 and GT2) as they are located on contaminated land which also represents a more efficient use of natural resources compared to the development of greenfield sites. It is assumed that prior to development, contaminated sites will be remediated.

4.48 A mixed effect (significant positive/minor negative) is identified for one site (H17) as it is located on brownfield land but is also within the Mineral Safeguarding Area. Similarly, mixed effects (minor positive/minor negative) are identified for a further three housing sites (H8, H11 and H12) and one Gypsy and Traveller site (GT4) as they are located on contaminated land and intersect with the Mineral Safeguarding Area. Development within the Mineral Safeguarding Area (as identified in the Lancashire County Council Minerals and Waste Plan) may sterilise mineral resources and restrict the availability of resources in the Borough.

4.49 Significant negative effects are identified for four housing sites (H13, H16, H20 and H22) as they are greenfield sites greater than 5ha in size which, if developed, would represent a less efficient use of land in comparison to the development of brownfield or contaminated sites. Minor negative effects are identified for eight housing sites and two Gypsy and Traveller sites (GT3 and GT5) as they are either small greenfield sites (less than 5ha in size) or intersect with the Mineral Safeguarding Area.

IIA objective 14: Reduce Hyndburn's contribution to climate change through appropriate mitigation measures

4.50 The location of housing sites will not have an effect on the energy consumption of individual dwellings and the potential for renewable energy use. These factors would be influenced more by the specific design and construction methods used, and whether renewable energy infrastructure is to be incorporated in the housing development, which will not

be known until planning applications come forward. Therefore, the location of residential developments will influence the achievement of this IIA objective primarily through the likely impacts on levels of car use amongst residents.

4.51 Similar to IIA objective 8: Sustainable Transport, the potential effects of new housing developments are compared to unplanned housing developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects are identified for eight housing sites in relation to IIA objective **14: Climate Change** as they are within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage residents to travel via sustainable transport modes thereby reducing transport-related greenhouse gas emissions. Significant positive effects are also identified for two Gypsy and Traveller accommodation sites, GT1 and GT2, for the same reasons.

4.52 Mixed effects (positive and negative) are identified for sites H11 (minor positive / significant negative), H12 (significant positive / significant negative), H13 (significant positive / minor negative), H14 (minor positive / significant negative) and H16 (minor positive / minor negative) as these sites are within close proximity to sustainable transport links, however, they are also close to busy roads and junctions which may increase traffic congestion and transport-related emissions in these areas and deter active travel.

4.53 Minor positive effects are identified for eight housing sites and one Gypsy and Traveller accommodation site (GT3) as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide residents with good access to sustainable modes of transport.

4.54 Minor rather than significant positive effects are identified for sites H11 (as part of an overall mixed effect) and H22 and for one Gypsy and Traveller accommodation site (GT4) as although they are within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to barriers such as the motorway, railway line or the Leeds and Liverpool Canal. A minor negative effect is identified for Gypsy and Traveller site GT5 as this site is within 800m of only one sustainable transport link, which may encourage residents to use private cars for transport and therefore contribute towards increased traffic, congestion and pollution.

4.55 An overall significant negative effect is identified for site H10 as the A680 and A678 roads and the Hare and Hounds junction are located near the southern and eastern boundary of the site. Development of this site is likely to contribute to existing traffic congestion and transport-related emissions. Although the site is within close proximity to sustainable

transport links, not all of these are easily accessible due to the canal and the following roads A680, A678 and M65.

4.56 It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale housing developments but this cannot be assumed.

IIA objective 15: Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding

4.57 Significant negative effects are identified for three housing sites (H5, H18 and H19) and for one Gypsy and Traveller site (GT1) in relation to IIA objective **15: Flooding** as they are greenfield sites at risk from fluvial and/or surface water flooding. These sites are likely to be at risk of flooding due to their location within Flood Zone 3 or within an area at risk of surface water flooding (1 in 100 years), and the introduction of large areas of impermeable surfaces would likely significantly increase this risk of flooding.

4.58 Development of brownfield/contaminated land is less likely to increase the risk of flooding compared to development of greenfield sites as these areas are often sealed surfaces which will not exacerbate existing flood risk. Therefore, a minor negative effect is identified for one housing site (H11) as it comprises contaminated land at risk of surface water flooding. The remaining 18 housing sites and four Gypsy and Traveller accommodation sites are likely to experience negligible effects as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

IIA Objective 16: Restore, enhance, maintain and expand biodiversity and geodiversity

4.59 Potential significant negative effects are identified for four housing sites (H2, H11, H12 and H20) with regards to IIA objective **16: Biodiversity and Geodiversity** as they either contain or are within 250m of a nationally designated biodiversity or geodiversity site, or contain a habitat listed on the Priority Habitat Inventory. Therefore, the development of these sites may result in adverse effects on biodiversity and geodiversity.

4.60 Potential significant negative effects are also identified for sites H4, H5, H6 and H16 as these are adjacent to either the Woodhook Vale Local Nature Reserve or the Arran Trail Local Nature Reserve and could adversely affect biodiversity at these protected sites through disturbance to species, increased recreational pressure, air pollution, etc.

4.61 Minor negative effects are identified for the remaining 14 housing sites and five Gypsy and Traveller sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site or are within the Lancashire Ecological Network. Therefore, they

have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc.

4.62 Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

IIA objective 17: Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces

4.63 Significant positive effects are identified for seven housing sites and two Gypsy and Traveller accommodation sites (GT1 and GT2) in relation to IIA objective **17: Landscape** as the sites comprise entirely or mainly (>50%) brownfield or contaminated land within a built-up area. A further two housing sites (H3 and H18) are likely to have minor positive effects as they are within a built-up area but comprise less than 50% brownfield land. It is assumed that development of brownfield/contaminated sites in the built-up area will positively contribute to the landscape quality of the Borough.

4.64 A minor negative effect is identified for one housing site (H5) and one Gypsy and Traveller accommodation site (GT4) as they comprise entirely brownfield/contaminated land outside the built-up areas. A minor negative effect is also identified for site H16 as the Hyndburn Landscape Assessment Stage 2 Report identifies that there are potential cumulative effects from the development of this site with another large scale development at Frontier Park.

4.65 Significant negative effects are identified for the remaining nine housing sites because they comprise greenfield land and are outside the built-up areas or are adjacent to land designated as 'Countryside Area' in the Local Plan. Development of predominately greenfield sites outwith the built-up areas may reduce their positive contribution to landscape character and local distinctiveness. A significant negative effect is also identified for one Gypsy and Traveller accommodation site (GT5) as the Hyndburn Landscape Assessment Stage 2 Report identifies that there is potential for adverse cumulative effects on Hyndburn Clog.

4.66 A negligible effect is expected for site GT3 as the Hyndburn Landscape Assessment Stage 1 Report identifies that the site allocation is unlikely to result in adverse effects on the landscape.

IIA objective 18: Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water

4.67 Significant negative effects may be experienced by three housing sites (H10, H18 and H22) in relation to IIA objective **18: Water** as they are adjacent to a waterbody, and subsequently the risk of water contamination is increased.

4.68 It was not possible to assess in the IIA which sites are hydrologically connected to a waterbody and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Consequently, minor negative effects are identified for eight housing sites and two Gypsy and Traveller sites (GT3 and GT4) as they are located within 100m of a waterbody and may pose a risk to water quality. The remaining 11 housing sites and three Gypsy and Traveller sites are likely to have negligible effects as they are located further than 100m from a waterbody.

4.69 All development is likely to involve the use of water in its daily operation as well as during its construction. The specific use of the development in question is unlikely to affect water quality as this IIA is only looking at residential and employment/retail uses (not industrial, waste or minerals operations for which any discharges would be subject to the Environment Agency permitting regime).

IIA objective 19: Minimise noise, light and air pollution

4.70 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new housing developments are compared to unplanned housing developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects are identified for eight out of the 22 housing sites and for two Gypsy and Traveller accommodation sites (GT1 and GT2) in relation to IIA objective **19: Pollution** as they are located within 400m of bus stops and within 800m of two or more sustainable transport links such as train stations and cycle paths.

4.71 Minor positive effects are identified for six housing sites as they are within 400m of a bus stop or within 800m of two or more sustainable transport; or are within 400m of a bus stop and within 800m of one sustainable transport link. The location of these sites may help improve air quality as they provide accessibility to public transport and facilitate cycling and walking.

4.72 A mixed effect (significant positive/minor negative) is identified for one housing site (H13) as the site is within close proximity to several different sustainable transport links which may help to reduce transport-related pollution but is also within a 'moderate noise area'. A minor negative effect is

identified for one Gypsy and Traveller site (GT5) as the site is within a 'moderate noise area'.

4.73 Mixed effects (minor positive/minor negative) are identified for three housing sites (H15, H16 and H22) as they are within walking distance of several sustainable travel links but are also within a 'moderate noise area'.

4.74 A mixed effect (significant positive/significant negative) is identified one housing site (H12) as it is within close proximity to several different sustainable transport links which may help to reduce transport-related pollution but also contains a designated mineral and waste site and is within a 'high noise area' which may expose residents to noise, air and dust emissions.

4.75 Mixed effects (significant negative/minor positive) are identified for housing sites H11 and H14 as the sites are within walking distance of several sustainable travel links however, they also contain designated minerals and waste sites which may expose residents to noise, dust, odour and light pollution. The sites are also within 'high noise area' due to the close proximity of nearby busy roads and junctions and thus may also experience poorer air quality.

4.76 Mixed effects (significant negative/minor positive) are also expected for the remaining two Gypsy and Traveller accommodation sites (GT3 and GT4) as they are in close proximity to a number of sustainable travel links, but also are within 250m of a designated mineral and waste site (Whinney Hill Quarry and Whinney Hill Recycling Facility) which may result in residents being exposed to noise, dust, odour and light pollution.

4.77 A significant negative effect is expected for H10 as although the site is within walking distance to sustainable and active transport links, these transport links may not be easily accessible due to barriers such as the motorway or the Leeds to Liverpool Canal. The site is also within a 'high noise area' due to its close proximity to several roads and is within 250m of the Whinney Hill Quarry which may expose residents to odour, dust and noise emissions, as well as air pollution.

IIA objective 20: Value, protect and enhance soil quality and resources

4.78 Significant positive effects are identified for five housing sites in relation to IIA objective **20: Soil** as these sites are entirely or mainly (>50%) on brownfield land.

4.79 Minor positive effects are identified for a further five housing sites and three Gypsy and Traveller accommodation sites (GT1, GT2, and GT4) as they are sited entirely or mainly on contaminated land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed

that prior to development contaminated sites will be remediated thereby improving soil quality.

4.80 Minor negative effects are identified for eight housing sites and two Gypsy and Traveller accommodation sites (GT3 and GT5) as they are located on Grade 3 agricultural land, or comprise predominantly greenfield land. Significant negative effects are identified for the remaining four housing sites (H13, H16, H20 and H22) as they are large (greater than 5ha in size) predominately greenfield sites. Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites and may result in the deterioration of soil quality and resources.

Table 4.2: Summary of IIA scores for the housing sites and Gypsy and Traveller accommodation sites

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H1	The Steel Works, Charter Street, Accrington	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+
H2	Land at Charter Street, Accrington	Accrington Central, Baxenden and Church	2.4	Housing	++	0	+	++/-	0	++	++	++	+	0	0	-	+	++	0	--	++	0	++	+
H3	Pendle Street, Accrington	Accrington Central, Baxenden and Church	0.2	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	-	+	0	++	-
H4	Land at Hopwood Street, Accrington	Accrington Central, Baxenden and Church	0.9	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	--	--	0	++	-
H5	Woodnook Works, Bath Street	Accrington Central, Baxenden and Church	1.9	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	--	--	-	-	++	++
H6	Union Works and Union St Garage	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	++	0	-	++	++	0	--	++	-	++	++
H7	Land north of Sandy Lane, Accrington	Accrington Central, Baxenden and Church	2.0	Housing	+	0	+	--/+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+	-
H8	Lower Barnes Street	Clayton le Moors and Altham	0.6	Housing	+	0	+	++	0	+	++	+	+	0	0	-	+/-	+	0	-	++	0	+	+
H9	Ringstonhalgh Farm	Clayton le Moors and Altham	1.1	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	0	-	--	0	+	-
H10	Clayton Triangle	Clayton le Moors and Altham	2.5	Housing	-	0	+	+	0	-	+	--	+	++	-	-	++	--	0	-	++	--	--	++
H11	Former Huncoat Colliery, Enfield Road	Huncoat	24.3	Housing	+	0	+	-	0	+	+	--/+	++	0	--	--	+/-	--/+	-	--	-	-	--/+	+
H12	Huncoat East Strategic Site (north)	Huncoat	26.0	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	+/-	++/-	0	--	-	-	++/-	+
H13	Huncoat East Strategic Site (south)	Huncoat	13.3	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	--	++/-	0	-	--	0	++/-	--
H14	Land west of A56 / north of Burnley Road	Huncoat	3.9	Housing	+	0	+	+	0	+	++	--/+	+	0	0	-	-	--/+	0	-	--	0	--/+	-
H15	Land south east of Moorfield Avenue	Huncoat	2.1	Housing	+	0	+	+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+/-	-
H16	Land south of Stanhill Road, Knuzden	Oswaldtwistle and Knuzden	6.4	Housing	+	0	+	+	0	+	++	+/-	++	0	0	--	--	+/-	0	--	-	-	+/-	--
H17	Land off Brookside Lane / Nook Lane, Oswaldtwistle	Oswaldtwistle and Knuzden	4.2	Housing	+	0	+	++/-	0	+	++	+	+	++	0	-	++/-	+	0	-	++	-	+	++
H18	Land south of Rhyddings Street and north of Stonebridge Lane	Oswaldtwistle and Knuzden	1.3	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	--	-	+	--	+	-
H19	Land off Rhoden Road / Roe Greave Road	Oswaldtwistle and Knuzden	2.2	Housing	+	0	+	++	0	+	++	+	+	0	0	-	-	+	--	-	--	-	+	-
H20	Land to the north east of Cut Lane	Rishton and Whitebirk	13.2	Housing	++	0	+	++	0	++	++	++	++	0	0	--	--	++	0	--	--	-	++	--
H21	York Mill, Livesey Street	Rishton and Whitebirk	0.8	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	0	-	++	0	++	++
H22	Land off Fielding Street and Barn Meadow Crescent	Rishton and Whitebirk	6.0	Housing	+	0	+	+	0	+	+	+	++	0	0	--	--	+	0	-	--	--	+/-	--
GT1	Land at Springvale	Accrington Central, Baxenden and Church	0.3	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	--	-	++	0	++	+
GT2	Land off Crossland Street, Accrington	Accrington Central, Baxenden and Church	0.1	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+
GT3	Land adjacent to Sankey House Farm	Clayton le Moors and Altham	0.5	Gypsy and Traveller Accommodation	+	0	+	++	0	+	++	+	+	0	0	-	-	+	0	-	0	-	--/+	-
GT4	Land off Enfield Road	Huncoat	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	+	+	+	+	0	0	-	+/-	+	0	-	-	-	--/+	+
GT5	Sough Lane site extension	Oswaldtwistle and Knuzden	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	-	-	-	+	0	0	-	-	-	0	-	--	0	-	-

IIA findings of the employment and mixed-use site allocations

4.81 Table 4.3 provides an overview of the IIA scores (as presented in **Appendix E**) attributed to the six employment sites and one mixed use site (MU1) in the Local Plan. The mixed-use site was appraised for employment use, housing use and retail use as reflected in the table and the summary below.

IIA objective 1: Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce

4.82 Significant positive effects are identified for three out of the six employment sites (EMP3, EMP5, EMP6) and for the mixed-use site (MU1) in relation to IIA objective 1:

Employment as larger sites, which are assumed to be those greater than 5ha in size, are likely to offer greater potential to accommodate a variety of businesses, which is likely to help increase diversity of job opportunities.

4.83 The remaining three employment sites (EMP1, EMP2, EMP4) are likely to have minor positive effects with respect to this IIA objective as they will provide new businesses and job opportunities, however are less than 5ha in size and therefore have less potential to accommodate a variety of employment opportunities.

IIA objective 2: Maintain or enhance conditions that enable a sustainable economy and continued investment

4.84 Similar to the effects identified for IIA objective 1: Employment, significant positive effects are identified for three of the six employment sites and the mixed use site in relation to IIA objective 2: **Economy** as larger sites, which are assumed to be those greater than 5ha in size, are likely to offer greater potential to accommodate a variety of businesses, diverse job opportunities, and improved opportunities for training and skills development, all of which is likely to help improve the resilience of the economy and result in continued investment in Hyndburn.

4.85 The remaining three employment sites (EMP1, EMP2, EMP4) are likely to have minor positive effects with respect to this IIA objective as they are less than 5ha in size and therefore have less potential to accommodate a variety of businesses, employment opportunities, and opportunities for training and skills development.

IIA objective 3: Raise educational achievements throughout the borough

4.86 Negligible effects are identified for the six employment sites as new employment and retail developments are unlikely to make a contribution to the provision of education infrastructure. However, a minor positive effect is expected for MU1 for IIA objective 3: **Education** as the residential element of the mixed use site will have capacity for 10 or more dwellings and is likely to have a positive effect on the provision of education infrastructure in the Borough.

IIA objective 4: Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all

4.87 This IIA objective assess the effects of proposed sites in relation to access to healthcare services, open space, recreational facilities, and rights of way. The effects on the population from noise, light and air pollution are assessed in IIA objective 19: Pollution.

4.88 Significant positive effects are anticipated for two employment sites (EMP1 and EMP3) with respect to IIA objective 4: **Health**, as they are located within 800m of several areas of open space and recreational routes. This will provide employees/customers with access to open space for recreation and leisure which may promote healthier and more active lifestyles.

4.89 Minor positive effects are identified for the remaining four employment sites as they are located within 800m of an area of open space or recreational route which may encourage more journeys on foot and to be active at open space locations.

4.90 A mixed effect (significant positive/significant negative) is identified for the mixed-use site (MU1) as it is within 800m of several areas of open space and recreational routes but also contains existing gas infrastructure which may expose residents/employees/customers of the site to a health hazard.

IIA objective 5: Reduce and prevent crime/fear of crime and anti-social behaviour in the borough

4.91 All six employment sites and the mixed-use site are identified as having negligible effects with regards to IIA objective 5: **Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

IIA objective 6: Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough

4.92 Negligible effects are likely for all six employment sites in relation to IIA objective **6: Poverty** as they will not provide employment opportunities within areas of high employment deprivation i.e. 20% most deprived areas under the 'Employment Deprivation' domain in the English Indices of Deprivation.

4.93 A minor positive effect is expected for the mixed-use site MU1 as the site is located within 400m of a bus stop which will provide residents with good access to services, facilities and job opportunities.

IIA objective 7: Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all

4.94 Significant positive effects are identified for two out of six employment sites (EMP1 and EMP5) and for the mixed-use site with regards to IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities, or are within 400m of a bus stop and 800m of two or more sustainable transport links. This will provide accessible facilities and services, both in proximity to the site and further afield, which would encourage employees/customers to engage in local activities.

4.95 Minor positive effects are identified for the remaining four employment sites as they are located either within 800m of two community facilities or services; are within 400m of a bus stop or 800m of two or more sustainable transport links; or are within 400m of a bus stop and 800m of one sustainable transport link. Similarly, this will result in easily accessible facilities and promote engagement in local activities.

IIA objective 8: Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking

4.96 The proximity of employment and retail sites to public transport will affect the extent to which employees and customers are able to make use of non-car based modes of transport to access these job opportunities, services and facilities. The potential effects of new employment/mixed-use developments are compared to unplanned employment/mixed-use developments that may occur in the absence of the Local Plan which may not be near sustainable transport links.

4.97 A minor positive effect is identified for the mixed use site (MU1) in relation to IIA objective **8: Sustainable Transport** as it is within 400m of a bus stop and within 800m of two or more

sustainable transport links (railways and cycle paths), which may encourage employees/customers to travel via sustainable transport modes thereby limiting the amount of traffic, congestion, accidents and air pollution whilst also potentially improving health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.

4.98 Four employment sites (EMP2, EMP4 and EMP5 and EMP6) are likely to experience adverse effects as, although they are within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to barriers such as the motorway, the railway line or the Leeds and Liverpool Canal. For sites EMP4 and EMP5 the adverse effects are significant due to their close proximity to busy roads and junctions and it is assumed that development of these sites would contribute to existing traffic congestion and transport-related emissions in those areas. For this reason, a mixed effect (significant negative / minor positive) is identified for site EMP3 with the minor positive effect being identified as the site is located within walking distance to several sustainable travel links. Similarly, a mixed effect (minor positive / minor negative) is identified for employment site EMP1.

4.99 It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale employment or retail developments but this cannot be assumed.

IIA objective 9: Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments

4.100 Negligible effects are identified for the six employment sites as new employment and retail developments will not contribute towards the provision of good quality, affordable housing of the right type and tenure.

4.101 A significant positive effect is expected for the housing element of the mixed-use site (MU1) as the site is greater than 5ha in size, and is likely to provide a greater mix of housing sizes, types and tenures, including affordable homes.

IIA objective 10: Maintain and enhance the vitality and viability of town and retail centres

4.102 A significant positive effect is identified for the mixed-use site (MU1) with regards to IIA objective **10: Town Centres** as it is a large site in excess of 5ha in size within 800m of Great Harwood Shopping Centre. Consequently, it has great potential to increase the vitality and viability of the towns and retail centres in Hyndburn.

4.103 Minor positive effects rather than significant positive effects are also identified for two sites (EMP5 and EMP6) as,

although they are large sites within 800m of a town or retail centre, these centres may not be easily accessible due to barriers such as the motorway, the railway line or the Leeds and Liverpool Canal. A minor negative rather than minor positive effect is identified for EMP4 for the same reasons.

4.104 Additionally, minor positive effects are identified for another two employment sites (EMP1 and EMP2) with regards to IIA objective **10: Town Centres** as they are less than 5ha in size within 800m of a town or retail centre. These sites also have potential to strengthen the retail offering across the Borough however due to their size and distance from the centres, they may not significantly affect the vitality and viability of the town and retail centres.

4.105 The remaining employment site (EMP3) is located more than 1600m from a town or retail centre and therefore may detract from the vitality and viability of the centres if employees are drawn to 'out of town' areas.

4.106 The location of employment and retail sites will not influence the development of high-quality public realm or safe community/amenity space.

IIA objective 11: Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage

4.107 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment.

4.108 Significant negative effects are identified for sites EMP3, EMP5 and EMP6 with regards to IIA objective **11: Historic Environment** as they are within close proximity to several Grade II Listed Buildings. Development of these large greenfield sites will have an adverse effect on the character and setting of these Grade II Listed Buildings.

4.109 All effects are uncertain as they will depend on the design, scale and layout of the development which is unknown at this stage, e.g. where a site contains a Listed Building it may be possible to re-use the building sustainably however this is unknown at this stage in the assessment.

4.110 A detailed assessment of sites with potential adverse effects should be undertaken to identify the contribution the sites make towards the significance of the heritage assets in their vicinity and to determine what impact the loss of these sites and their subsequent development might have upon the significance of the heritage assets.

4.111 Negligible effects are identified for the remaining three employment sites and the mixed-use site as they do not contain or lie adjacent to any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

IIA objective 12: Move treatment of waste up the Waste Hierarchy

4.112 All developments will involve an increase in waste generation however larger sites in excess of 5ha in size can accommodate a higher number of businesses and employees, and therefore will produce more waste compared to smaller sites. Significant negative effects are identified for three employment sites (EMP3, EMP5, EMP6) and the mixed-use site (MU1) as they are in excess of 5ha in size. Minor negative effects are identified for the other three employment sites in relation to IIA objective **12: Waste** as they are sites less than 5ha in size. Levels of recycling will not be influenced by the location of site options (HBC operate a kerbside recycling scheme).

IIA objective 13: Use natural resources and energy more efficiently

4.113 New development is likely to increase consumption of natural resources through construction. An increasing population is also likely to result in an increase in consumption of energy and natural resources. However, in most cases, the location of potential employment and mixed-use sites is not expected to have a direct effect on this IIA objective. Effects are likely to depend more on the energy efficiency of buildings and the use of good design and construction techniques together with wider trends in consumption, reuse and recycling.

4.114 Minor positive effects are identified in relation to IIA objective **13: Natural Resources** for the mixed-use site (MU1) as it is located on contaminated land which represents a more efficient use of natural resources compared to the development of greenfield sites. It is assumed that prior to development, contaminated sites will be remediated.

4.115 Additionally, mixed effects (minor positive/minor negative) are expected for two employment sites (EMP1 and EMP2) as they are located predominantly on contaminated land but also intersect with the Mineral Safeguarding Area.

4.116 Significant negative effects are identified for the remaining three employment sites as they are greenfield sites greater than 5ha in size which represents a less efficient use of land in comparison to the development of brownfield or contaminated sites. A minor negative effect is identified for one employment site (EMP4) as it is a greenfield site which is small in size (less than 5ha).

IIA objective 14: Reduce Hyndburn's contribution to climate change through appropriate mitigation measures

4.117 The location of employment and mixed-use sites will not have an effect on the energy consumption of individual buildings and the potential for renewable energy use. These

factors would be influenced more by the specific design and construction methods used, and whether renewable energy infrastructure is to be incorporated in the employment and retail development, which will not be known until planning applications come forward. Therefore, the location of employment, and mixed-use developments will influence the achievement of this IIA objective primarily through the likely impacts on levels of car use amongst employees/customers.

4.118 Similar to IIA objective 8: Sustainable Transport, the potential effects of new employment/retail developments are compared to unplanned employment/retail/mixed-use developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, minor positive effects are identified for three employment sites and for the mixed-use site in relation to IIA objective **14: Climate Change**.

4.119 A minor positive effect is identified for the mixed use site (MU1) as it is within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage employees/customers to travel via sustainable transport modes thereby limiting transport-related greenhouse gas emissions.

4.120 Four employment sites (EMP2, EMP4 and EMP5 and EMP6) are likely to experience adverse effects as, although they are within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to barriers such as the motorway, the railway line or the Leeds and Liverpool Canal. For sites EMP4 and EMP5 the adverse effects are significant due to their close proximity to busy roads and junctions, and it is assumed that development of these sites would contribute to existing traffic congestion and transport-related greenhouse gas emissions in those areas. For this reason, a mixed effect (significant negative / minor positive) is identified for site EMP3 with the minor positive effect being identified as the site is located within walking distance to several sustainable travel links. Similarly, a mixed effect (minor positive / minor negative) is identified for employment site EMP1.

IIA objective 15: Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding

4.121 Development of brownfield/contaminated land is less likely to increase the risk of flooding compared to development of greenfield sites, as these areas are often sealed surfaces which will not exacerbate existing flood risk. A minor negative effect is identified for one employment site (EMP3) in relation to IIA objective **15: Flooding** as it comprises brownfield or contaminated land with areas at risk of surface water flooding. The remaining five employment sites and one mixed-use site are identified as having negligible effects as they are sited

entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

IIA objective 16: Restore, enhance, maintain and expand biodiversity and geodiversity

4.122 Potential significant negative effects are identified for one employment site (EMP5) and the mixed-use site (MU1 employment/retail/housing) with regards to IIA objective **16: Biodiversity and Geodiversity** as they both contain habitats listed on the Priority Habitat Inventory (EMP5). Therefore, the development of these sites may result in adverse effects on biodiversity and geodiversity.

4.123 Minor negative effects are identified for the remaining five employment sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site; contain a locally designated site; or are within the Lancashire Ecological Network. Therefore, they have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc.

4.124 Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

IIA objective 17: Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces

4.125 Significant positive effects are identified for one employment site (EMP1) and the mixed-use site (MU1) in relation to IIA objective **17: Landscape** as the sites are composed entirely of contaminated land within built-up areas. It is assumed that development within the built-up area, particularly of brownfield/contaminated sites, will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land.

4.126 Minor negative effects are identified for two employment sites (EMP2 and EMP4) as the sites predominantly comprise brownfield or contaminated land but are located outside the built-up area.

4.127 Significant negative effects are identified for the remaining three employment sites (EMP3, EMP5 and EMP6) as they comprise greenfield land outside the built-up areas. Development of predominately greenfield sites outwith the built-up areas may reduce their positive contribution to landscape character and local distinctiveness. According to the Hyndburn Landscape Assessment Stage 1 Report, development of sites EMP5 and EMP6 is likely to result in

adverse landscape effects but are unlikely to result in adverse visual effects. The Stage 2 Report identifies that there is potential for adverse cumulative effects on the canal; M65 corridor; the Hyndburn Clog; and footpaths, roads and properties on Mellor Ridge from the development of these sites in association with other sites. Mitigation is required to allow the sites to be developed without causing undue adverse effects.

IIA objective 18: Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water

4.128 It was not possible to assess in the IIA which sites are hydrologically connected to a waterbody and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Significant negative effects are identified for sites EMP3, EMP5 and EMP6 in relation to IIA objective **18: Water** as they are adjacent to the Leeds and Liverpool Canal. A minor negative effect is identified for EMP4 as it is within 100m of a waterbody and may pose a risk to water quality. The remaining two employment sites and one mixed-use site are likely to have negligible effects as they are located further than 100m from a waterbody.

4.129 All development is likely to involve the use of water in its daily operation as well as during its construction. The specific use of the development in question is unlikely to affect water quality as this IIA is only looking at residential and employment/retail uses (not industrial, waste or minerals operations for which any discharges would be subject to the Environment Agency permitting regime).

IIA objective 19: Minimise noise, light and air pollution

4.130 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new employment developments are compared to unplanned employment developments that may occur in the absence of the Local Plan which may not be near sustainable transport links.

4.131 A minor positive effect is identified for the mixed-use site (MU1) in relation to IIA objective **19: Pollution** as it is within 400m of a bus stop or within 800m of two or more sustainable transport links; or is within 400m of a bus stop and within 800m of one sustainable transport link.

4.132 A minor negative effect is identified for one employment site (EMP6) as although the site is within walking distance of several sustainable and active travel links, not all of these are accessible due to the railway line and/ or canal.

4.133 A mixed effect (minor positive / minor negative) is identified for employment site EMP1 as the site is within close proximity to several bus stops which will encourage

employees to use these sustainable transport links thereby helping to reduce transport-related pollution. However, the site is also within a 'moderate noise area' due to its close proximity to the A678 which may expose employees to noise and air pollution from traffic movement and congestion.

4.134 A mixed effect (significant negative/minor positive) is identified for employment site EMP3 as the site is located within walking distance of several sustainable travel links however it also contains a site designated in the Minerals and Waste Local Plan and is within a 'moderate noise area' due to its close proximity to the M65, A6068 and Junction 8 which may result in employees being exposed to noise, dust, air and light pollution.

4.135 Significant negative effects are also identified for three employment sites as they are either located within a 'high noise area' (EMP5 and EMP6) due to their close proximity to the A678, A6119, and Junction 6 which may expose employees to noise and air pollution from traffic movement and congestion or are in close proximity or contain waste management facilities or mineral extraction sites (EMP2).

IIA objective 20: Value, protect and enhance soil quality and resources

4.136 Minor positive effects are identified in relation to IIA objective **20: Soil** for two employment sites (EMP1 and EMP2) and the mixed-use site (MU1) as they are sited entirely or mainly on contaminated land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality.

4.137 Significant negative effects are identified for three employment sites (EMP3, EMP5 and EMP6) as they are large (greater than 5ha) predominately greenfield sites whilst a minor negative effect is identified for one employment site (EMP4) as it is a small site (less than 5ha) and is predominately on greenfield land. Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites and may result in the deterioration of soil quality and resources.

Table 4.3: Summary of IIA scores for the employment and mixed-use allocations

Site ID	Site name	Local Plan Area	Site area(ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
EMP1	Land west of J7 Business Park	Clayton le Moors and Altham	4.4	Employment	+	+	0	++	0	0	++	+/-	0	+	0	-	+/-	+/-	0	-	++	0	+/-	+
EMP2	Moorfield Industrial Estate	Clayton le Moors and Altham	1.7	Employment	+	+	0	+	0	0	+	-	0	+	0	-	+/-	-	0	-	-	0	--	+
EMP3	Land south of Altham Business Park	Clayton le Moors and Altham	45.5	Employment	++	++	0	++	0	0	++	--/+	0	--	--	--	--	--/+	-	-	--	--	--/+	--
EMP4	Land between Blackburn Road and M65 slipway	Rishton and Whitebirk	4.0	Employment	+	+	0	+	0	0	+	--	0	+	0	-	-	--	0	-	-	-	--	-
EMP5	Land between Blackburn Road, Sidebeet Lane, Leeds & Liverpool Canal and railway	Rishton and Whitebirk	18.1	Employment	++	++	0	+	0	0	+	--	0	+	--	--	--	--	0	--	--	--	--	--
EMP6	Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal	Rishton and Whitebirk	20.8	Employment	++	++	0	+	0	0	+	-	0	+	--	--	--	-	0	-	--	--	-	--
MU1	Land bound by Park Road, Balfour St, Wood St and Heys Lane	Great Harwood	6.1	Mixed Use	++	++	+	++/-	0	+	++	+	++	0	0	--	+	+	0	--	++	0	+	+

IIA findings of the safeguarded land site allocations

4.138 Table 4.4 provides an overview of the IIA scores attributed to the two safeguarded land site allocations. Safeguarded land site S1 is allocated for housing and Safeguarded land site S2 is safeguarded for transport infrastructure.

IIA objective 1: Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce

4.139 A minor positive effect is identified for site S1 in relation to IIA objective 1: **Employment** as the site is within 400m of a bus stop and within 800m of several employment areas, three sustainable transport links such as railways and cycle paths. This will enable residents (particularly those without cars) to access employment opportunities further away more easily from the site in question. However, not all of these are easily accessible due to the railway line and therefore a minor rather than a significant positive effect is identified for this IIA objective.

4.140 A negligible effect is identified for site S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 2: Maintain or enhance conditions that enable a sustainable economy and continued investment

4.141 Both sites will have negligible effects in relation to IIA objective 2: **Sustainable Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the safeguarding of site for housing or transport infrastructure.

IIA objective 3: Raise educational achievements throughout the borough

4.142 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, site S1 will have a minor positive effect on IIA objective 3: **Education** as it will have capacity for 10 or more dwellings and is likely to have a positive effect on the provision of education infrastructure in the Borough.

4.143 A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on the provision of education infrastructure.

IIA objective 4: Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all

4.144 This IIA objective assess the effects of proposed sites in relation to access to healthcare services, open space, recreational facilities, and rights of way. The effects on the population from noise, light and air pollution are assessed in IIA objective 19: Pollution.

4.145 A minor negative effect rather than a minor positive effect is identified for S1 with respect to IIA objective 4: **Health** as although the site is within 800m of areas of open space and numerous recreational routes, it is not within 800m of healthcare facility. Furthermore, not all of these facilities are easily accessible due to the railway line.

4.146 A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 5: Reduce and prevent crime/fear of crime and anti-social behaviour in the borough

4.147 Negligible effects are identified for both sites with regards to IIA objective 5: **Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

IIA objective 6: Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough

4.148 A minor positive rather than a significant positive effect is identified for S1 in relation the IIA objective 6: **Poverty** as the site is within 400m of 14 bus stops; and within 800m of sustainable travel routes such as railways, cycle paths and footpaths, which will enable residents (particularly those without cars) to easily access services and opportunities, including jobs and learning, further afield. However, not all of these are easily accessible due to the railway line.

4.149 A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 7: Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all

4.150 A minor positive rather than a significant positive effect is expected for site S1 with regards to IIA objective 7: **Equality of Access**. The site is within 800m of numerous community services and facilities which will ensure that people

(particularly those without a car) will be more easily able to access those facilities, however not all of these are easily accessible due to the railway line.

4.151 A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 8: Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking

4.152 A significant positive effect is identified for S2 as the site is safeguarded for a rail freight terminal which will directly contribute to IIA objective **8: Sustainable Transport**.

4.153 A mixed effect (significant negative/minor positive) is identified for S1 as the site is within 400m of 14 bus stops and within 800m of the National Cycle Network, the Huncoat Greenway Indicative Route, the Huncoat train station, and numerous footpaths, which ensures residents are within walking distance of several sustainable and active travel links. However not all of these are easily due to the railway line and therefore a minor rather than a significant positive effect is identified. A significant negative effect is also identified as the site is bounded by the M65 and development of this site may contribute to existing traffic congestion and transport-related emissions in this area.

IIA objective 9: Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments

4.154 A significant positive effect is identified for S1 with respect to IIA objective **9: Housing** as the site is 21.47ha in size which can accommodate a mix of housing sizes, types and tenures, including affordable housing.

4.155 A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 10: Maintain and enhance the vitality and viability of town and retail centres

4.156 Negligible effects are identified for both sites in regard to IIA objective **10: Town centres** as they are not within 1600m of a town or retail centre.

IIA objective 11: Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage

4.157 Negligible effects are identified for both sites in relation to IIA objective **11: Historic environment** as they do not contain or lie adjacent to any national or local heritage assets

and therefore are not likely to impact on the quality or character of the historic environment.

IIA objective 12: Move treatment of waste up the Waste Hierarchy

4.158 A significant negative effect is identified for S1 as the site is large in size (21.4ha) and can accommodate a high number of residents which will contribute to an increase in waste generation. A negligible effect is identified for S2 as the safeguarding of this site for transport infrastructure is unlikely to have an effect on this IIA objective.

IIA objective 13: Use natural resources and energy more efficiently

4.159 For both sites, significant negative effects are identified in relation to IIA objective **13: Natural Resources** as the sites are large (>10ha) greenfield sites. The development of these sites would represent a less efficient use of natural resources compared to development of a brownfield or contaminated site.

IIA objective 14: Reduce Hyndburn's contribution to climate change through appropriate mitigation measures

4.160 A significant positive effect is identified for S2 in relation to IIA objective **14: Climate change** as the site is safeguarded for a rail freight terminal. The development of sustainable transport infrastructure will help to reduce transport-related greenhouse gas emissions.

4.161 A mixed effect (significant negative/minor positive) is identified for S1 as the site is within 400m of 14 bus stops and within 800m of the National Cycle Network, the Huncoat Greenway Indicative Route, the Huncoat train station, and numerous footpaths, which will encourage residents to travel via sustainable and active travel modes thereby reducing transport-related greenhouse gas emissions. However not all of these are easily due to the railway line and therefore a minor rather than a significant positive effect is identified. A significant negative effect is also identified as the site is bounded by the M65 and development of this site may contribute to existing traffic congestion and transport-related emissions in this area.

IIA objective 15: Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding

4.162 A minor negative effect is expected for S1 in regard to IIA objective **15: Flooding**. The SFRA confirms that the site is 99.2% in Flood Zone 1, 0.17% in Flood Zone 2 and 0.59% in Flood Zone 3a. In accordance with the NPPF, residential developments are a 'more vulnerable use' which are suitable in Flood Zones 1 and 2; requiring an Exception Test in Flood Zone 3a; and unsuitable in Flood Zone 3b. The SFRA

recommends that an Exception Test is undertaken and that planning permission for this site should be subject to developer-led Flood Risk Assessment.

4.163 A negligible effect is identified for S2 which is safeguarded for transport infrastructure as the SFRA confirms that the site is 100% in Flood Zone 1 and is not at risk of surface water flooding.

IIA objective 16: Restore, enhance, maintain and expand biodiversity and geodiversity

4.164 Potential significant negative effects are identified for both S1 and S2 with regards to IIA objective **16: Biodiversity and Geodiversity** as they contain deciduous woodland which is listed on the Priority Habitat Inventory, and could be lost due to development. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through the retention of the woodland) but this cannot be assumed.

IIA objective 17: Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces

4.165 Significant negative effects are identified for S1 and S2 in relation to IIA objective **17: Landscape** as they comprise greenfield land outwith the built-up area which, if developed, may reduce the sites' positive contribution to character and local distinctiveness.

IIA objective 18: Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water

4.166 Minor negative effects are identified for both sites in relation to IIA objective **18: Water** as they are located further than 100m from a waterbody.

IIA objective 19: Minimise noise, light and air pollution

4.167 For S2, the site is safeguarded for a rail freight terminal. The development of sustainable transport infrastructure will help to reduce transport-related pollution, although development of the site could result in additional air/noise/light pollution in the area. The site is also safeguarded as an MRT - rail site. Overall, a significant positive effect is identified for this IIA objective.

4.168 A mixed effect (significant negative/minor positive) is identified for S1 as it is within close proximity to several different sustainable transport links which may help to reduce transport-related pollution but not all of these are easily accessible due to the railway line. Furthermore, the site is within a designated mineral and waste site, a 'high noise area'

and is within 250m of the Whinney Hill Quarry, which may expose residents to odour, noise, air, dust emissions.

IIA objective 20: Value, protect and enhance soil quality and resources

4.169 Significant negative effects are expected for both sites in relation to IIA objective **20: Soil** as they are large (>10ha) greenfield sites which, if developed, would represent a less efficient use of land in comparison to the development of previously developed sites.

Table 4.4: Summary of IIA scores for safeguarded land site allocations

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
S1	Land to East of Whinney Hill Quarry, west of Altham Lane, bounded by M65 to the north	Clayton le Moors and Altham	21.5	Safeguarded for Housing	+	0	+	-	0	+	+	--/+	++	0	0	--	--	--/+	-	--	--	-	--/+	--
S2	Land east of Altham Lane between railway and M65	Clayton le Moors and Altham	10.3	Safeguarded for Transport Infrastructure	0	0	0	0	0	0	0	++	0	0	0	0	--	++	0	--	--	-	++	--

IIA findings by Local Plan Area

Accrington (Central), Baxenden and Church

4.170 Table 4.5 provides an overview of the IIA scores attributed to the seven housing sites (H1, H2, H3, H4, H5, H6 and H7) and two Gypsy and Traveller accommodation sites (GT1 and GT2) proposed in Accrington (Central), Baxenden and Church Local Plan Area.

4.171 Significant positive effects are identified for all sites except H7 in relation to IIA objective **1: Employment** as they will provide housing within 400m of a bus stop and within 800m of several employment areas, and two or more sustainable transport links such as railways and cycle paths, which will enable residents (particularly those without cars) to access employment opportunities further away more easily from the site in question. A minor positive effect is identified for site H7 as it is within 400m of a bus stop and within 800m of an employment area, however it is not within 400m of other sustainable transport links such as railways and cycle paths.

4.172 All sites are expected to have negligible effects in relation to IIA objective **2: Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the location of new housing developments.

4.173 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, minor positive effects are identified for five housing sites (H2, H3, H4, H5, and H7) in relation to IIA objective **3: Education** as they have capacity for 10 or more dwellings and are likely to have a positive effect on the provision of education infrastructure in the Borough. Negligible effects are identified for H1 and H6, and the two Gypsy and Traveller accommodation sites as these will have capacity for fewer than 10 dwellings / pitches.

4.174 Significant positive effects are identified for eight sites in relation to IIA objective **4: Health**, as they are located within 800m of several healthcare facilities, areas of open space and recreational routes. This will provide people with accessible healthcare facilities and access to open space for recreation and leisure which may promote healthier and more active lifestyles. Site H2 comprises open space which may be lost due to development (<50% of the site), therefore a minor negative effect is also expected. A mixed effect (significant negative / minor positive) is identified for site H7 as it is within 800m of areas of open space and recreational routes but there is also high-pressure gas infrastructure on Sandy Lane which may expose residents of the site to a health hazard.

4.175 All sites are expected to have negligible effects in regard to IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.176 As no proposed housing sites are located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the housing sites on IIA objective **6: Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. Significant positive effects are expected for all sites, except site H7, in relation to IIA objective **6: Poverty** as they are within 400m of a bus stop and within 800m of two or more sustainable transport links such as railways and cycle paths, which will enable residents (particularly those without cars) to easily access services and opportunities, including jobs and learning, further afield. A minor positive effect is expected for H7 as it is within 400m of a bus stop, however it is not within close proximity to other sustainable transport links such as railways and cycle paths.

4.177 Significant positive effects are identified for all sites with regards to IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities, or are within 400m of a bus stop and 800m of two or more sustainable transport links. Sites in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities.

4.178 For IIA objectives **8: Sustainable Transport**, **14: Climate Change** and **19: Pollution**, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects are identified for all sites, with the exception of site H7, as they are within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage residents to travel via sustainable transport modes thereby limiting the amount of traffic, congestion, accidents and air pollution whilst also potentially improving health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking. Minor positive effects are identified for site H7 as it is within 400m of a bus stop, however it is not

within close proximity to other sustainable transport links such as railways and cycle paths.

4.179 All of the potential residential sites will have positive effects in relation to IIA objective **9: Housing**, due to the nature of the proposed development. Significant positive effects are identified for larger sites, which are assumed to be those greater than 5ha in size, as these are likely to provide a greater mix of housing sizes, types and tenures, including affordable homes. All residential sites and Gypsy and Traveller accommodation sites in this Local Plan Area are less than 5ha in size, and therefore minor positive effects are identified as, although they will provide housing, the sites are less than 5ha in size and will not be able to provide the quantity or mix of homes as larger sites.

4.180 Whilst most sites are likely to have negligible effects on the vitality and viability of town centres (IIA objective **10: Town Centres**) (seven out of nine sites), significant positive effects are expected for H5 and H6 as they comprise brownfield land within 800m of Accrington Town Centre and Eastgate Retail Park which will enhance the vitality and viability of this area and facility.

4.181 Negligible effects are identified for all sites in relation to IIA objective **11: Historic Environment** as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.182 All sites will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites, however larger sites in excess of 5ha in size can accommodate a higher number of households, and therefore will produce more waste compared to smaller sites. Minor negative effects are expected for all sites in relation to IIA objective **12: Waste** as they are sites less than 5ha in size. Levels of recycling will not be influenced by the location of site options (HBC operate a kerbside recycling scheme).

4.183 For IIA objectives **13: Natural Resources** and **20: Soil**, significant positive effects are identified for sites H5 and H6 as these sites comprise brownfield land. Minor positive effects are identified for sites H1, H2, GT1 and GT2 as they are sited entirely or mainly on contaminated land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites and protects soil quality and resources. Furthermore, it is assumed that prior to development, contaminated sites will be remediated thereby improving soil quality. Minor negative effects are identified for sites H3, H4 and H7 as they are small sites (<5ha) and predominately comprise greenfield land. Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites

and may result in the deterioration of soil quality and resources.

4.184 Significant negative effects are identified for sites H5 and GT1 in relation to IIA objective **15: Flooding** as the SFRA confirms that these sites comprise land in Flood Zone 3. In accordance with the NPPF, residential developments are a 'more vulnerable use' which are unsuitable in Flood Zones 3a and 3b. The SFRA recommends that the Council consider withdrawal due to the functional floodplain unless the functional floodplain can be included in site design or the site boundary can be redrawn to remove the functional floodplain from the boundary. Similarly, in accordance with the NPPF, Gypsy and Traveller accommodation (e.g. caravans, mobile homes) is a 'highly vulnerable use' which is suitable in Flood Zone 1; will require an Exception Test in Flood Zone 2; and unsuitable in Flood Zones 3a and 3b. The SFRA recommends that the Council consider withdrawal due to Flood Zone 3a unless Flood Zone 3a can be included in site design or site boundary can be redrawn to remove Flood Zone 3a from the boundary.

4.185 Development of brownfield/contaminated land is less likely to increase the risk of flooding compared to development of greenfield sites as these areas are often sealed surfaces which will not exacerbate existing flood risk. The remaining sites are identified as having negligible effects as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

4.186 A potential significant negative effect is identified for site H2 with regards to IIA objective **16: Biodiversity and Geodiversity** as it contains deciduous woodland which is listed on the Priority Habitat Inventory. Therefore, the development of this site may result in adverse effects on biodiversity. Potential significant negative effects are also identified for sites H4, H5 and H6 as these are adjacent to the Woodnook Vale Local Nature Reserve and could adversely affect biodiversity at this protected site through disturbance to species, increased recreational pressure, air pollution, etc.

4.187 Potential minor negative effects are identified for the other sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site or are within the Lancashire Ecological Network. Therefore, they have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

4.188 Significant positive effects are identified for five sites (H1, H2, H6, GT1 and GT2) in relation to IIA objective **17: Landscape** as the sites comprise entirely or mainly (>50%) brownfield or contaminated land within a built-up area. Site H3 will have a minor positive effect as it is within a built-up area but comprises less than 50% contaminated land. It is assumed that development within the built-up area, particularly of brownfield/contaminated sites, will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land. A minor negative effect is identified for site H5 as it comprises greenfield land but is outside the built-up area. Significant negative effects are identified for sites H4 and H7 as they comprise greenfield land (H4) or are adjacent to land designated as 'Countryside Area' (H7), and are outside the built-up areas. Development of predominately greenfield sites outwith the built-up areas may reduce their positive contribution to landscape character and local distinctiveness.

4.189 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Consequently, minor negative effects are identified for two sites (H5 and H6) as they are located within 100m of a waterbody and may pose a risk to water quality. The remaining sites are likely to have negligible effects as they are located further than 100m from a waterbody.

Table 4.5: Summary of IIA scores for Accrington (Central), Baxenden and Church

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H1	The Steel Works, Charter Street, Accrington	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+
H2	Land at Charter Street, Accrington	Accrington Central, Baxenden and Church	2.4	Housing	++	0	+	++/-	0	++	++	++	+	0	0	-	+	++	0	--	++	0	++	+
H3	Pendle Street, Accrington	Accrington Central, Baxenden and Church	0.2	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	-	+	0	++	-
H4	Land at Hopwood Street, Accrington	Accrington Central, Baxenden and Church	0.9	Housing	++	0	+	++	0	++	++	++	+	0	0	-	-	++	0	--	--	0	++	-
H5	Woodnook Works, Bath Street	Accrington Central, Baxenden and Church	1.9	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	--	--	-	-	++	++
H6	Union Works and Union St Garage	Accrington Central, Baxenden and Church	0.3	Housing	++	0	0	++	0	++	++	++	+	++	0	-	++	++	0	--	++	-	++	++
H7	Land north of Sandy Lane, Accrington	Accrington Central, Baxenden and Church	2.0	Housing	+	0	+	--/+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+	-
GT1	Land at Springvale	Accrington Central, Baxenden and Church	0.3	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	--	-	++	0	++	+
GT2	Land off Crossland Street, Accrington	Accrington Central, Baxenden and Church	0.1	Gypsy and Traveller Accommodation	++	0	0	++	0	++	++	++	+	0	0	-	+	++	0	-	++	0	++	+

Clayton-le-Moors and Altham

4.190 Table 4.6 provides an overview of the IIA scores attributed to the three housing (H8, H9 and H10), one Gypsy and Traveller accommodation site (GT3), three employment sites (EMP1, EMP2 and EMP3), one site safeguarded for housing (S1) and one site safeguarded for transport infrastructure (S2) proposed in the Clayton-le-Moors and Altham Local Plan Area.

4.191 Significant positive effects are identified in relation to IIA objective **1: Employment** and **2: Economy** for site EMP3, as larger employment sites, which are assumed to be those greater than 5ha in size, are likely to offer greater potential to accommodate a variety of businesses, diverse job opportunities, and improved opportunities for training and skills development, all of which is likely to help improve the resilience of the economy and result in continued investment in Hyndburn (site is 45ha). Minor positive effects are identified for employment sites EMP1 and EMP2 as these are smaller than 5ha in size. Negligible effects are identified for the three housing sites, one Gypsy and Traveller accommodation site and two safeguarding sites in relation to IIA objective **2: Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the location of new housing developments or transport infrastructure. Minor positive effects are identified for IIA objective **1: Employment** for residential sites H8, H9, and GT3 as they are located either within: 800m of a strategic employment site, existing employment area, town or shopping centre, or retail park; within 400m of a bus stop or 800m of two or more sustainable transport links; or within 400m of a bus stop and 800m of one sustainable transport link. This will support and enhance employment opportunities as these residential sites will be located close to employment areas or will have access to sustainable transport links thereby improving accessibility to employment sites for residents. The significance of effects for sites H10 and S1 have been reduced as, although they are within close proximity to sustainable transport modes and strategic employment areas, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Consequently, a minor rather than a significant positive effect is identified for site S1, and a minor negative rather than a minor positive effect is expected for site H10.

4.192 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, minor positive effects are identified for all residential sites (H8, H9, H10, and GT3), as well as for site

S1, in relation to IIA objective **3: Education** as they have capacity for 10 or more dwellings (or pitches) and are likely to have a positive effect on the provision of education infrastructure in the Borough. Negligible effects are identified for all three employment sites and for site S2 which is safeguarded for transport infrastructure.

4.193 Significant positive effects are identified for sites H8, H9, GT3, EMP1 and EMP3 with respect to IIA objective **4: Health**, as they are located within 800m of several healthcare facilities, areas of open space and recreational routes. This will provide people with accessible healthcare facilities and access to open space for recreation and leisure which may promote healthier and more active lifestyles. The significance of effects for sites H10, EMP2 and S1 have been reduced as, although they are within close proximity to healthcare facilities, areas of open space and recreational routes, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Consequently, minor rather than significant positive effects are identified for sites H10 and EMP2, and a minor negative rather than a minor positive effect is expected for site S1.

4.194 All sites are also likely to have negligible effects on IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.195 As no proposed housing sites are located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the residential sites on IIA objective **6: Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. Minor positive effects are identified for H8, H9 and GT3 as they are within 400m of a bus stop and/or within 800m of one sustainable transport link such as a railway station and cycle path, which will enable residents (particularly those without cars) to easily access services and opportunities, including jobs and learning, further afield. The significance of effects for sites H10 and S1 have been reduced as, although they are within close proximity to sustainable transport modes, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Consequently, a minor rather than a significant positive effect is identified for site S1, and a minor negative rather than a minor positive effect is expected for site H10. None of the three employment sites (EMP1, EMP2, and EMP3) are within the 20% most deprived areas under the 'Employment Deprivation' domain in the English Indices of Deprivation and

therefore the effect of these sites on IIA objective **6: Poverty** is negligible.

4.196 Significant positive effects are identified for five sites with regards to IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities. Sites in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities. The significance of effects for sites H10, EMP2 and S1 have been reduced as, although they are within close proximity to local services and facilities, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Consequently, minor rather than significant positive effects are identified for sites H10, EMP2, and S1.

4.197 For IIA objectives **8: Sustainable Transport** and **14: Climate Change**, a significant positive effect is identified for site S2 as the site is safeguarded for freight terminal and as a MRT. The development of sustainable transport infrastructure will help to reduce transport-related emissions from traffic. For the remaining sites in the Local Plan Area, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car-based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, minor positive effects are identified for sites H8, H9 and GT3 (and for sites EMP1, EMP3 and S1 as part of mixed effects) as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated greenhouse gas emissions. The significance of effects for sites H10, EMP2 and S1 have been reduced as, although they are within close proximity to sustainable transport modes, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Furthermore, sites H10, EMP1, EMP3 and S1 are in close proximity to busy roads and junctions, and it is assumed that development of these sites would contribute to existing traffic congestion and transport-related emissions in those areas. Therefore, a significant negative effect is identified for H10; a mixed effect (minor positive / minor negative) is expected for EMP1; and mixed effects (significant negative / minor positive) are identified for sites EMP3 and S1.

4.198 A significant positive effect is identified for S1 for IIA objective **9: Housing** as it is a larger site, which is assumed to be those greater than 5ha in size, and is likely to provide a greater mix of housing sizes, types and tenures, including

affordable homes. Minor positive effects are identified for the four residential sites. Negligible effects are identified for the three employment sites as well as for site S2 which is safeguarded for transport infrastructure.

4.199 Whilst most sites are likely to have negligible effects on the vitality and viability of town centres (IIA objective **10: Town Centres**), H10, EMP1 and EMP2 would result in positive effects, due to their size and proximity to town/retail centres. A significant positive effect is identified for H10 as the site comprises brownfield land within 800m of the Clayton Le Moors Shopping Centre which will enhance the vitality and viability of this area and facility. Minor positive effects are identified for employment sites EMP1 and EMP2 as they are within 800m of a town/retail centre but are less than 5ha in size (sites greater than 5ha are assumed to have significant positive effects). A significant negative effect is identified for EMP3 as it is further than 1600m from a town or retail centre.

4.200 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment. A significant negative effect is identified for site EMP3 with regards to IIA objective **11: Historic Environment** as it is adjacent to a Grade II Listed Building. Development of this large greenfield site will have an adverse effect on the character and setting of this Grade II Listed Building. Minor negative effects are identified for H9 and H10 with regards to IIA objective **11: Historic Environment** as they either comprise greenfield land adjacent to a Conservation Area or Listed Building; or the site contains local historic buildings or is within a local heritage area. Development of such sites may result in adverse effects on the character and quality of the local environment, including its historic environment and cultural heritage. A detailed assessment of sites with potential adverse effects should be undertaken to identify the contribution the sites make towards the significance of the heritage assets in their vicinity and to determine what impact the loss of these sites and their subsequent development might have upon the significance of the heritage assets. The remaining sites are identified as having negligible effects as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.201 All sites except S2, which will have a negligible effect, will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites and therefore will have negative effects with relation to IIA objective **12: Waste**. Due to their size, sites EMP3 and S1 are anticipated to generate more waste and thus have significant negative effects on IIA objective **12: Waste**. Minor negative effects are identified for the remaining sites.

4.202 Minor negative effects are identified for EMP3 and S1 in relation to IIA objective **15: Flooding** as they are large greenfield sites outside of Flood Zone 3. The introduction of large areas of impermeable surfaces may increase flood risk. The remaining sites are identified as having negligible effects as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

4.203 Potential significant negative effects are identified for the safeguarding land sites with regards to IIA objective **16: Biodiversity and Geodiversity** as they contain deciduous woodland which is listed on the Priority Habitat Inventory. Therefore, the development of these sites may result in adverse effects on biodiversity and geodiversity. Minor negative effects are identified for the remaining sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site; contain a locally designated site; or are within the Lancashire Ecological Network. Therefore, they have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

4.204 Significant positive effects are identified for three sites (H8, H10 and EMP1) in relation to IIA objective **17: Landscape** as the sites comprise entirely or mainly (>50%) brownfield and/or contaminated land within a built-up area. It is assumed that development within the built-up area, particularly of brownfield/contaminated sites, will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land. Potential significant negative effects are identified for four sites (H9, EMP3, S1 and S2) because they do not comprise, or are less than 50% brownfield land, and are outside the built-up areas. Development of predominately greenfield sites outwith the built-up areas may reduce their positive contribution to landscape character and local distinctiveness.

4.205 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Significant negative effects are identified for H10 and EMP3 as they are adjacent to the Leeds to Liverpool Canal and subsequently the risk of water contamination is increased. Minor negative effects are identified for three sites (GT3, S1 and S2) as they are located within 100m of a waterbody and may pose a risk to water quality. The remaining sites are likely

to have negligible effects as they are located further than 100m from a waterbody.

4.206 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new developments is compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Minor positive effects are identified for sites H8 and H9 (and for sites GT3, EMP1, EMP3 and S1 as part of mixed effects) in relation to IIA objective **19: Pollution** as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated emissions. The significance of effects for sites H10, EMP2 and S1 have been reduced as, although they are within close proximity to sustainable transport modes, not all of these are easily accessible due to either the canal, the railway line or the following roads A680, A678 and M65. Mixed effects (significant negative/minor positive) are identified for EMP3, GT3 and S1 as they are within close proximity to sustainable transport links but are also within either a 'moderate/high noise area' and/or are within 250m of a waste management facility and/or mineral extraction site. Significant negative effects are identified for H10 and EMP2, because, as well as accessibility issues due to their close proximity to several roads and the canal, they are within a 'high/ moderate noise area' and are within 250m of a waste management facility or mineral extraction site which could result in residents/employees being exposed to noise, air, and light pollution. A significant positive effect is identified for S2 as the site is safeguarded for freight terminal and as a MRT. The development of sustainable transport infrastructure will help to reduce transport-related pollution.

4.207 For IIA objectives **13: Natural Resources** and **20: Soil**, significant negative effects are identified for sites EMP3, S1 and S2 as they are large (greater than 5ha in size) predominately greenfield sites whilst minor negative effects are identified for H9 and GT3 as they are small greenfield sites (<5ha). Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites and may result in the deterioration of soil quality and resources. A significant positive effect is identified for H10 as the site comprises brownfield/contaminated land. Minor positive effects are identified for H8, EMP1 and EMP2 in relation to IIA objective **20: Soil** as they are sited entirely or mainly on contaminated land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality. Mixed effects

Chapter 4

Integrated Impact Assessment Findings for the Site Allocations

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(minor positive/minor negative) are identified for these sites in relation to IIA **13: Natural Resources** as they comprise contaminated land and therefore would make efficient use of natural resources; however, they also intersect with the Mineral Safeguarding Area which may result in the sterilisation or restriction of mineral resources.

Table 4.6: Summary of IIA scores for Clayton-le-Moors and Altham

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H8	Lower Barnes Street	Clayton le Moors and Altham	0.6	Housing	+	0	+	++	0	+	++	+	+	0	0	-	+/-	+	0	-	++	0	+	+
H9	Ringstonhalgh Farm	Clayton le Moors and Altham	1.1	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	0	-	--	0	+	-
H10	Clayton Triangle	Clayton le Moors and Altham	2.5	Housing	-	0	+	+	0	-	+	--	+	++	-	-	++	--	0	-	++	--	--	++
GT3	Land adjacent to Sankey House Farm	Clayton le Moors and Altham	0.5	Gypsy and Traveller Accommodation	+	0	+	++	0	+	++	+	+	0	0	-	-	+	0	-	0	-	--/+	-
EMP1	Land west of J7 Business Park	Clayton le Moors and Altham	4.4	Employment	+	+	0	++	0	0	++	+/-	0	+	0	-	+/-	+/-	0	-	++	0	+/-	+
EMP2	Moorfield Industrial Estate	Clayton le Moors and Altham	1.7	Employment	+	+	0	+	0	0	+	-	0	+	0	-	+/-	-	0	-	-	0	--	+
EMP3	Land south of Altham Business Park	Clayton le Moors and Altham	45.5	Employment	++	++	0	++	0	0	++	--/+	0	--	--	--	--	--/+	-	-	--	--	--/+	--
S1	Land to East of Whinney Hill Quarry, west of Altham Lane, bounded by M65 to the north	Clayton le Moors and Altham	21.5	Safeguarded for Housing	+	0	+	-	0	+	+	--/+	++	0	0	--	--	--/+	-	--	--	-	--/+	--
S2	Land east of Altham Lane between railway and M65	Clayton le Moors and Altham	10.3	Safeguarded for Transport Infrastructure	0	0	0	0	0	0	0	++	0	0	0	0	--	++	0	--	--	-	++	--

Great Harwood

4.208 Table 4.7 provides an overview of the IIA scores for the one mixed-use site (MU1) proposed within the Great Harwood Local Plan Area.

4.209 Significant positive effects are identified for MU1 in relation to IIA objective **1: Employment** and **2: Economy** as larger sites, which are assumed to be those greater than 5ha in size, are likely to offer greater potential to accommodate a variety of businesses, diverse job opportunities, and improved opportunities for training and skills development, all of which is likely to help improve the resilience of the economy and result in continued investment in Hyndburn (site is 6.1ha).

4.210 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, a minor positive effect is expected for MU1 for IIA objective **3: Education** as the residential element of the mixed-use site will have capacity for 10 or more dwellings and is likely to have a positive effect on the provision of education infrastructure in the Borough.

4.211 A mixed effect (significant positive/significant negative) is identified for the mixed-use site (MU1) with respect to IIA objective **4: Health** as it is within 800m of several areas of open space and recreational routes which may promote healthier and more active lifestyles, however, the site also contains existing gas infrastructure which may expose residents/employees/customers of the site to a health hazard.

4.212 All sites are likely to have negligible effects on IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.213 As no proposed site is located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the sites on IIA objective **6: Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. A minor positive effect is expected for the mixed-use site as the site is located within 400m of a bus stop which will enable residents (particularly those without cars) to access services and opportunities, including jobs and learning, further afield.

4.214 A significant positive effect is identified for the mixed-use site with regards to IIA objective **7: Equality of Access** as

it is located within 800m of numerous community services or facilities. Sites in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities.

4.215 For IIA objectives **8: Sustainable Transport** and **14: Climate Change**, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, a minor positive effect is identified for the mixed-use site as it is within 400m of several bus stops which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated greenhouse gas emissions.

4.216 A significant positive effect is identified for the mixed-use site in relation to IIA objective **9: Housing** as it is assumed that larger sites (i.e. those greater than 5ha in size), are likely to provide a greater mix of housing sizes, types and tenures, including affordable homes (site is 6.1ha).

4.217 A negligible effect is identified for the mixed-use site in relation to IIA objective **10: Town Centres** as the site is further than 1600m to a town or retail centre and therefore will not affect the vitality or viability of town centres. A negligible effect is also identified for the mixed-use site as it does not contain or lie adjacent to any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.218 All sites will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites and therefore will have negative effects with relation to IIA objective **12: Waste**. Due to its size (i.e. greater than 5ha), the mixed-use site is anticipated to generate more waste and thus have a significant negative effect on IIA objective **12: Waste**.

4.219 A negligible effect is identified for the mixed-use site in relation to IIA objective **15: Flooding** as the SFRA confirms that the site is 50.1% in Flood Zone 1 and 49.89% in Flood Zone 2. In accordance with the NPPF, residential developments are a 'more vulnerable use' which are suitable in Flood Zones 1 and 2; requiring an Exception Test in Flood Zone 3a; and unsuitable in Flood Zone 3b. The SFRA recommends that planning permission for this site should be subject to developer-led Flood Risk Assessment.

4.220 A potential significant negative effect is identified for the mixed-use site with regards to IIA objective **16: Biodiversity and Geodiversity** as it contains a habitat listed on the Priority

Habitat Inventory (i.e. deciduous woodland). Therefore, the development of this site may result in adverse effects on biodiversity and geodiversity. The effect is uncertain as there may be opportunities to retain the woodland as part of the design of the development.

4.221 A significant positive effect is identified in relation to IIA objective **17: Landscape** as the site comprises brownfield and contaminated land (Heys Lane Industrial Estate) within the built-up area which, if developed, would positively contribute to the landscape quality of the Borough.

4.222 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. A negligible effect is identified for MU1 as it is located further than 100m from a waterbody.

4.223 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new developments in relation to IIA objective **19: Pollution** is compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, a minor positive effect is identified for the mixed-use site as it is within 400m of several bus stops which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated greenhouse gas emissions.

4.224 For IIA objectives **13: Natural Resources** and **20: Soil**, minor positive effects are identified as the site comprises contaminated and brownfield land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality.

Table 4.7: Summary of IIA scores for Great Harwood

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
MU1	Land bound by Park Road, Balfour St, Wood St and Heys Lane	Great Harwood	6.1	Mixed Use	++	++	+	++/--	0	+	++	+	++	0	0	--	+	+	0	--	++	0	+	+

Huncoat

4.225 Table 4.8 provides an overview of the IIA scores attributed to the six proposed sites in Huncoat Local Plan Area. Of the six sites, five are proposed for housing and one site is proposed for Gypsy and Traveller accommodation.

4.226 Significant positive effects are identified for sites H12 and H13 in relation to IIA objective **1: Employment** as they will provide housing within 400m of a bus stop and within 800m of several employment areas, and two or more sustainable transport links such as railways and cycle paths, which will enable residents (particularly those without cars) to access employment opportunities further away more easily from the site in question. Minor rather than significant positive effects are identified for sites H11 and GT4 as, although they are within close proximity to several employment areas and sustainable transport links which would enable access to employment opportunities further afield, not all of these are accessible due to the railway line. Minor positive effects are identified for sites H14 and H15 as they are within 400m of a bus stop and one other sustainable transport link such as a railway station or cycle path.

4.227 Negligible effects are identified for all sites in relation to IIA objective **2: Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the location of new housing developments.

4.228 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, minor positive effects are identified for the housing sites in relation to IIA objective **3: Education** as they have capacity for 10 or more dwellings and are likely to have a positive effect on the provision of education infrastructure in the Borough. A minor negative effect is identified for site GT4 as the nearby school may not be easily accessible due to the railway line.

4.229 Minor positive effects are identified for four housing sites (H12, H13, H14 and H15) with respect to IIA objective **4: Health** as they are located within either 800m of a healthcare facility, area of open space or recreational route which will ensure that people have good access to healthcare facilities and may encourage more journeys on foot and to be active at open space locations. However, not all of these are easily accessible for sites H11 and GT4 due to the railway line and therefore minor negative effects are identified for these sites.

4.230 All sites are likely to have negligible effects on IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on

the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.231 As no proposed housing sites are located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the housing sites on IIA objective **6: Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. Significant positive effects are identified for two housing sites (H12 and H13) as they are within 400m of a bus stop and within 800m of two or more sustainable transport links such as railways and cycle paths, which will enable residents (particularly those without cars) to easily access services and opportunities, including jobs and learning, further afield. Minor rather than significant positive effects are identified for sites H11 and GT4 as, although they are within close proximity to several sustainable transport links which would enable access to services and employment opportunities further afield, not all of these are accessible due to the railway line. Minor positive effects are identified for sites H14 and H15 as they are within 400m of a bus stop and one other sustainable transport link such as a railway station or cycle path.

4.232 Significant positive effects are identified for all sites, with the exception of sites H11 and GT4, for IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities, or are within 400m of a bus stop and 800m of two or more sustainable transport links. Sites in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities. Minor positive effects are identified for sites H11 and GT4 as some of these nearby services and facilities may not be easily accessible due to the railway line.

4.233 For IIA objectives **8: Sustainable Transport** and **14: Climate Change**, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects (as part of mixed effects) are identified for H12 and H13 as they are within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage residents to travel via sustainable transport modes thereby limiting the amount of traffic, congestion, accidents and air pollution whilst also potentially improving health through physical activity by

increasing the proportion of journeys made by public transport, cycling and walking. Minor positive effects are identified for sites H15 and GT4, and for H11 and H14 (as part of overall mixed effects) as they are within 400m of a bus stop and 800m of two or more sustainable transport links, which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated greenhouse gas emissions. However, nearby sustainable transport links may not be easily accessible due to the railway line for sites H11 and GT4. For sites H11, H12, H13 and H14 adverse effects (as part of overall mixed effects) are identified as the sites are in close proximity to busy roads and junctions and it is assumed that development of these sites would contribute to existing traffic congestion and transport-related emissions in those areas. Therefore, mixed effects (significant negative / minor positive) are identified for sites H11 and H14; mixed effect (significant positive / significant negative) is expected for site H12; and a mixed effect (significant positive / minor negative) is identified for site H13.

4.234 All sites will make a positive contribution to IIA objective **9: Housing**. Significant positive effects are identified for sites H11-H13 as these are greater than 5ha in size and are assumed to provide a greater mix of housing sizes, types and tenures, including affordable homes. Minor positive effects are identified for sites H14, H15 and GT4 as these sites are less than 5ha in size, and, although they will provide housing, the sites are less than 5ha in size and will not be able to provide the quantity or mix of homes as larger sites.

4.235 The housing sites are not within close proximity to a town or retail centre (>1600m in accordance with the site assumptions) and are therefore expected to have negligible effects on the vitality and viability of town centres (IIA objective **10: Town Centres**).

4.236 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment. A potential significant negative effect is identified for IIA objective **11: Historic Environment** for site H11 as the site contains the Grade II Listed Building, High Brake Hall. The effect is uncertain as it will depend on the design, scale and layout of the development which is unknown at this stage. A detailed assessment of the site should be undertaken to identify the contribution the site makes towards the significance of the heritage assets in its vicinity and to determine what impact the loss of this site and its subsequent development might have upon the significance of the heritage assets. The remaining sites are identified as having negligible effects as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.237 All sites will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites and therefore will have negative effects with relation to IIA objective **12: Waste**. Due to their size (greater than 5ha), sites H11, H12 and H13 are anticipated to generate more waste and thus have significant negative effects on IIA objective **12: Waste**. Minor negative effects are identified for the remaining sites as these are less than 5ha in size.

4.238 A minor negative effect is identified for H11 in relation to IIA objective **15: Flooding** as the site comprises contaminated land that contains areas that are within Flood Zone 3 and are at risk of surface water flooding. This site may be at increased risk of flooding, especially with the introduction of larger areas of impermeable surfaces. The remaining sites are identified as having negligible effects as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

4.239 Potential significant negative effects are identified for sites H11 and H12 with regards to IIA objective **16: Biodiversity and Geodiversity** as the sites are adjacent to the Local Wildlife Sites and contain deciduous woodland which is listed on the Priority Habitat Inventory, and could be lost due to development. However, there may be opportunities to retain the woodland as part of the design of the development. Minor negative effects are identified for the remaining sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site; contain a locally designated site; or are within the Lancashire Ecological Network. Therefore, they have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

4.240 Potential significant negative effects are identified for sites H13, H14 and H15 as they comprise greenfield land located outwith the built-up area which, if developed, may reduce the site's positive contribution to character and local distinctiveness. Site H14 and H15 are also adjacent to land designated as 'Countryside Area' in the Local Plan. According to the Hyndburn Landscape Assessment Stage 1 Report, development of site H15 is likely to result in adverse visual effects but is unlikely to result in adverse effects on the landscape. The Stage 2 Report identifies that there is potential for cumulative adverse effects if development at this site and H7 is concurrent with the Haweswater Aqueduct Resilience Project. The Stage 1 Report states that mitigation is required to allow the site to be developed without causing undue

adverse effects. Minor negative effects are identified for the remaining sites as they comprise entirely or mainly (>50%) brownfield or contaminated land outside the built-up area.

4.241 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Consequently, minor negative effects are identified for three sites (H11, H12 and GT4) as they are located within 100m of a waterbody and may pose a risk to water quality. The remaining sites are likely to have negligible effects as they are located further than 100m from a waterbody.

4.242 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new developments is compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, a mixed effect (significant positive/significant negative) is identified for site H12 in relation to IIA objective **19: Pollution**, as it is within close proximity to several different sustainable transport links which may help to limit transport-related pollution but the site also contains a designated mineral and waste site; and is within a 'moderate noise area' due to the close proximity of the M65 and the railway line, which may expose residents to noise, air, dust emissions. A mixed effect (significant positive/minor negative) is identified for site H13 as it is within close proximity to several different sustainable transport links which may help to reduce transport-related pollution but is also within a 'moderate noise area' due to the close proximity of the A56. A mixed effect (significant negative/minor positive) is identified for site H14 as it is within close proximity to at least one sustainable transport link but is also within a 'high noise area' and contains a designated mineral and waste site. Mixed effects (significant negative/minor positive) are also expected for sites H11 and GT4 as, although they are within close proximity to several sustainable transport links, not all of these are accessible due to the railway line and therefore a minor rather than a significant positive effect is identified as part of an overall mixed effect. The significant negative element of the mixed effect is identified for sites H11 and GT4 as they either contain a designated mineral and waste site; are within a 'high noise area' due to the close proximity of the M65 and the railway line; and/or are within 250m of the Whinney Hill Quarry, which may expose residents to odour, noise, air, dust emissions.

4.243 For IIA objectives **13: Natural Resources** and **20: Soil**, a significant negative effect is identified for one site (H11) as it is a large (greater than 5ha in size) predominately greenfield site whilst minor negative effects are identified for sites H14 and H15 as they are small sites (<5ha) and are predominately on greenfield land. Development on greenfield land represents a less efficient use of land in comparison to the development

of brownfield sites and may result in the deterioration of soil quality and resources. Minor positive effects are identified in relation to IIA 20 as they are sited entirely or mainly on contaminated land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality. Mixed effects (minor positive/minor negative) are identified for sites H11, H12 and GT4 in relation to IIA 13 as they comprise contaminated land and therefore would make efficient use of natural resources; however, they also intersect with the Mineral Safeguarding Area which may result in the sterilisation or restriction of mineral resources.

Table 4.8: Summary of IIA scores for Huncoat

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H11	Former Huncoat Colliery, Enfield Road	Huncoat	24.3	Housing	+	0	+	-	0	+	+	--/+	++	0	--	--	+/-	--/+	-	--	-	-	--/+	+
H12	Huncoat East Strategic Site (north)	Huncoat	26.0	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	+/-	++/-	0	--	-	-	++/-	+
H13	Huncoat East Strategic Site (south)	Huncoat	13.3	Housing	++	0	+	+	0	++	++	++/-	++	0	0	--	--	++/-	0	-	--	0	++/-	--
H14	Land west of A56 / north of Burnley Road	Huncoat	3.9	Housing	+	0	+	+	0	+	++	--/+	+	0	0	-	-	--/+	0	-	--	0	--/+	-
H15	Land south east of Moorfield Avenue	Huncoat	2.1	Housing	+	0	+	+	0	+	++	+	+	0	0	-	-	+	0	-	--	0	+/-	-
GT4	Land off Enfield Road	Huncoat	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	+	+	+	+	0	0	-	+/-	+	0	-	-	-	--/+	+

Oswaldtwistle and Knuzden

4.244 Table 4.9 provides an overview of the IIA scores attributed to the five sites proposed in the Oswaldtwistle and Knuzden Local Plan Area. Of the five sites, four are proposed for housing development (H16, H17, H18 and H19) and one for Gypsy and Traveller accommodation (GT5).

4.245 Minor positive effects are identified for all sites in relation to IIA objective **1: Employment** as they will provide housing within either within: 800m of a strategic employment site, existing employment area, town or shopping centre, or retail park; within 400m of a bus stop or 800m of two or more sustainable transport links; or within 400m of a bus stop and 800m of one sustainable transport link. This will support and enhance employment opportunities as these housing sites will either be located close to employment areas or will have access to sustainable transport providing access to employment sites.

4.246 All five sites will have negligible effects in relation to IIA objective **2: Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the location of new housing developments.

4.247 In accordance with Policy DM6: Delivering Schools and Early Learning in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, all housing sites, with the exception of site GT5, will have minor positive effects on IIA objective **3: Education** as they have capacity for 10 or more dwellings (or pitches) and are likely to have a positive effect on the provision of education infrastructure in the Borough. A minor negative effect is expected for site GT5 as the nearby primary schools may not be easily accessible from the site due to the motorway.

4.248 Significant positive effects are identified for sites H18 and H19 with respect to IIA objective **4: Health**, as they are located within 800m of several healthcare facilities, areas of open space and recreational routes. This will provide people with accessible healthcare facilities and access to open space for recreation and leisure which may promote healthier and more active lifestyles. A minor positive effect is identified for site H16 as it is located within 800m of a healthcare facility, area of open space or recreational route. A mixed effect (significant positive/minor negative) is identified for site H17, as it is within 800m of several healthcare facilities, areas of open space and recreational routes but is also within the consultation distance of a hazardous installation which could negatively affect the health of residents of this site. A minor negative rather a positive effect is expected for site GT5 as

the site is within 800m of open space or recreational routes but not all of these may be easily accessible due to the motorway.

4.249 All sites are likely to have negligible effects on IIA objective **5: Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.250 As no proposed site is located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the housing sites on IIA objective **6: Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. Minor positive effects are identified for all housing sites, with the exception of site GT5, as they are within either 400m of a bus stop or 800m of two or more sustainable transport links, or are within 400m of a bus stop and 800m of one sustainable transport link, which will provide residents with good access to services, facilities and job opportunities. A minor negative rather than a positive effect is identified for site GT5 as, although it is within walking distance to sustainable transport links (bus stops and cycle paths), these transport links may not be easily accessible due to barriers including the motorway.

4.251 Significant positive effects are identified for all housing sites, with the exception of site GT5, with regards to IIA objective **7: Equality of Access** as they are located within 800m of at least three community services or facilities. Sites near local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities, particularly for those without a car. A minor negative rather than a positive effect is identified for GT5 as community services and facilities are not easily accessible due to the motorway.

4.252 For IIA objectives **8: Sustainable Transport** and **14: Climate Change**, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, minor positive effects are identified for housing sites H17-H19 as they are within 400m of a bus stop and within 800m of two or more sustainable transport links (railways and cycle paths), which may encourage residents to travel via sustainable transport

modes thereby limiting the amount of traffic, congestion, accidents and air pollution whilst also potentially improving health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking. A minor negative rather than a positive effect is expected for GT5 as the nearby sustainable transport links may not be easily accessible due to the presence of the motorway. A mixed effect (minor positive/minor negative) is identified for H16 as it is within close proximity to several different sustainable transport links which may encourage residents to travel via sustainable transport rather than by private petrol/diesel vehicle but is also within a 'moderate noise area' which could result in residents being exposed to noise, air, and light pollution due to its close proximity to the M65.

4.253 All housing sites will make a positive contribution to IIA objective **9: Housing**. A significant positive effect is identified for site H16 as larger sites, which are assumed to be those greater than 5ha in size, are likely to provide a greater mix of housing sizes, types and tenures, including affordable homes. Minor positive effects are identified for the remaining sites as these sites are less than 5ha in size, and, although they will provide housing, the sites are less than 5ha in size and will not be able to provide the quantity or mix of homes as larger sites.

4.254 Whilst most housing sites are likely to have negligible effects on the vitality and viability of town centres (IIA objective **10: Town Centres**), H17 comprises brownfield land and is within 800m of the Oswaldtwistle Shopping Centre which will enhance the vitality and viability of this area and facility, thus a significant positive effect is expected.

4.255 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment. A potential minor negative effect is identified for site H18 with regards to IIA objective **11: Historic Environment** as it is a greenfield site adjacent to a Conservation Area. Development of this site may result in adverse effects on the character and quality of the adjacent Conservation Area although this effect is uncertain. A detailed assessment of the site should be undertaken to identify the contribution the site makes towards the significance of the heritage assets in its vicinity and to determine what impact the loss of this site and its subsequent development might have upon the significance of the heritage assets. The remaining sites are identified as having negligible effects as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.256 All sites will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites and therefore will have negative effects with relation to IIA objective **12: Waste**. Due to their size (greater than 5ha), site H16 is anticipated to generate

more waste and thus have a significant negative effect on IIA objective **12: Waste**. Minor negative effects are identified for the remaining sites as these are less than 5ha in size.

4.257 Potential significant negative effects are anticipated for sites H18 and H19 in relation to IIA objective **15: Flooding** as both sites contain areas within Flood Zone 3. In accordance with the NPPF, residential developments are a 'more vulnerable use' which are suitable in Flood Zones 1 and 2; requiring an Exception Test in Flood Zone 3a; and unsuitable in Flood Zone 3b. The SFRA recommends that the Council consider withdrawal due to the functional floodplain unless the functional floodplain can be included in site design or the site boundary can be redrawn to remove functional floodplain from the boundary. The remaining sites are identified as having negligible effects as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

4.258 Minor negative effects are identified for all sites, with the exception of site H16, with regards to IIA objective **16: Biodiversity and Geodiversity** as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site or are within the Lancashire Ecological Network. A potential significant negative effect is identified for site H16 as it is within close proximity to the Arran Trail Local Nature Reserve (separated by Haslingden Road). Therefore, these sites have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

4.259 A significant positive effect is identified for H17 in relation to IIA objective **17: Landscape** as the sites comprises brownfield and contaminated land within a built-up area. H18 will have a minor positive effect as it is within the built-up area but comprises less than 50% contaminated land. It is assumed that development within the built-up area, particularly of brownfield/contaminated sites, will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land. Potential significant negative effects are identified for H19 and GT5. According to the Hyndburn Landscape Assessment Stage 1 Report, development of site H19 is likely to result in adverse effects on the landscape and adverse visual effects. Mitigation is required to allow the site to be developed without causing undue adverse effects. For site GT5, according to the Hyndburn Landscape Assessment Stage 1 Report, development of the site is likely to result in adverse visual effects but is unlikely to result in adverse landscape effects. The Stage 2 Report identifies that there is potential for

adverse cumulative effects on the Hyndburn Clog. Mitigation is required to allow the site to be developed without causing undue adverse effects.

4.260 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Consequently, a potential significant negative effect is identified for site H18 as it is adjacent to the Tinker Brook waterbody while minor negative effects are identified for sites H16, H17 and H19 as they are located within 100m of a waterbody and may pose a risk to water quality. Site GT5 is likely to have a negligible effect as it is located further than 100m from a waterbody.

4.261 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new developments is compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, minor positive effects are identified for sites H17-H19 in relation to IIA objective **19: Pollution** as they are located within 400m of bus stops and within 800m of two or more sustainable transport links such as railways and cycle paths. The location of these sites may help improve air quality as they provide accessibility to public transport and facilitate cycling and walking. A mixed effect (minor positive/minor negative) is identified for H16 as it is within close proximity to several different sustainable transport links which may help to limit transport-related pollution but is also within a 'moderate noise area' which could result in residents being exposed to noise, air, and light pollution. A minor negative rather than a positive effect is expected for GT5 as the nearby sustainable transport links may not be easily accessible due to the presence of the motorway.

4.262 For IIA objectives **13: Natural Resources** and **20: Soil**, significant negative effects are identified for site H16 as it is large (greater than 5ha in size) predominately greenfield site whilst minor negative effects are identified for H18, H19 and GT5 as they are small sites (<5ha) and are predominately greenfield sites. Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites and may result in the deterioration of soil quality and resources. Significant positive effects are identified for site H17 as it comprises brownfield land, which, if developed, represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality. However, H17 also intersects with the Mineral Safeguarding Area which may result in the sterilisation or restriction of mineral resources, thus a minor negative effect is also identified for IIA 13.

Table 4.9: Summary of IIA scores for Oswaldtwistle and Knuzden

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H16	Land south of Stanhill Road, Knuzden	Oswaldtwistle and Knuzden	6.4	Housing	+	0	+	+	0	+	++	+/-	++	0	0	--	--	+/-	0	--	-	-	+/-	--
H17	Land off Brookside Lane / Nook Lane, Oswaldtwistle	Oswaldtwistle and Knuzden	4.2	Housing	+	0	+	++/-	0	+	++	+	+	++	0	-	++/-	+	0	-	++	-	+	++
H18	Land south of Rhyddings Street and north of Stonebridge Lane	Oswaldtwistle and Knuzden	1.3	Housing	+	0	+	++	0	+	++	+	+	0	-	-	-	+	--	-	+	--	+	-
H19	Land off Rhoden Road / Roe Greave Road	Oswaldtwistle and Knuzden	2.2	Housing	+	0	+	++	0	+	++	+	+	0	0	-	-	+	--	-	--	-	+	-
GT5	Sough Lane site extension	Oswaldtwistle and Knuzden	0.5	Gypsy and Traveller Accommodation	+	0	-	-	0	-	-	-	+	0	0	-	-	-	0	-	--	0	-	-

Rishton and Whitebirk

4.263 Table 4.10 provides an overview of the IIA scores attributed to the six proposed sites within the Rishton and Whitebirk Local Plan Area. Of the six sites, three are proposed for housing (H20, H21 and H22) and three for employment development (EMP4, EMP5 and EMP6).

4.264 Significant positive effects are identified for two housing sites (H20 and H21) in relation to IIA objective 1:

Employment as they are located within 400m of a bus stop or 800m of several employment areas and two or more sustainable transport links. This will support and enhance employment opportunities as these housing sites will be located close to employment areas or will have access to some sustainable transport links thereby improving accessibility to employment sites for residents. A minor rather than a significant positive effect is identified for site H22 as, although it is within close proximity to several employment areas and sustainable transport links which would enable access to employment opportunities further afield, not all of these are easily accessible due to the canal. Significant positive effects are identified for sites EMP5 and EMP6 as large sites (greater than 5ha in size) are likely to offer greater potential to accommodate a variety of businesses, which may help increase diversity of job opportunities. A minor positive effect is identified for site EMP4 as it is less than 5ha in size.

4.265 Similar to the effects identified for IIA objective 1: Employment, significant positive effects are identified for EMP5 and EMP6 in relation to IIA objective 2: **Economy** as large sites, which are assumed to be greater than 5ha in size, are likely to offer great potential to accommodate a variety of businesses, diverse job opportunities, and improved opportunities for training and skills development, all of which may help improve the resilience of the economy and result in continued investment in Hyndburn. A minor positive effect is identified for site EMP4 as it is less than 5ha in size and therefore has less potential to accommodate a variety of businesses, employment opportunities, and opportunities for training and skills development. Negligible effects are identified for all three housing sites in relation to IIA objective 2: **Economy** as sustainable economic growth and continued investment will depend on the provision of employment opportunities, which will not be determined by the location of new housing developments.

4.266 In accordance with *Policy DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, minor positive effects are identified for all housing sites in relation to IIA objective 3: **Education** as they have capacity for 10 or more dwellings and are likely to have a

positive effect on the provision of education infrastructure in the Borough. Negligible effects are identified for all employment sites as new employment developments are unlikely to make a contribution to the provision of education infrastructure.

4.267 Significant positive effects are identified for sites H20 and H21 with respect to IIA objective 4: **Health**, as they are located within 800m of several healthcare facilities, areas of open space and recreational routes. This will provide people with accessible healthcare facilities and access to open space for recreation and leisure which may promote healthier and more active lifestyles. Minor positive rather than significant positive effects are identified for sites H22, EMP4, EMP5 and EMP6 as the nearby healthcare facilities, areas of open space and recreational routes may not be easily accessible due to barriers such as the railway line, canal, motorway, and/or the A670.

4.268 All sites are likely to have negligible effects on IIA objective 5: **Crime** as the effects of new developments on the levels of crime and anti-social behaviour will not depend on the location of sites but will be influenced by factors such as the use of appropriate lighting which will be included in the detailed proposal for each site at planning application stage.

4.269 As no proposed housing sites are located within a 20% most deprived area under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation which would provide access to housing in the most deprived areas of the Borough, the effect of the housing sites on IIA objective 6: **Poverty** has been assessed by how easily people are able to access job opportunities, services and facilities which will affect social deprivation and economic inclusion. Significant positive effects are identified for sites H20 and H21 as they are within either 400m of a bus stop and 800m of two or more sustainable transport links which will provide residents with good access to services, facilities and job opportunities. Although H22 is within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to the canal. None of the three employment sites (EMP4, EMP5 and EMP6) are within the 20% most deprived areas under the 'Employment Deprivation' domain in the English Indices of Deprivation and therefore the effect of these sites on IIA objective 6: **Poverty** is negligible.

4.270 Significant positive effects are identified for H20 and H21 with regards to IIA objective 7: **Equality of Access** as they are located within 800m of at least three community services or facilities. Sites in close proximity to local facilities and services which are easily accessible may encourage their use, and promote engagement in local cultural, educational, leisure, sporting, recreational and community activities. Minor positive effects are identified for the remaining sites (H22,

EMP4, EMP5 and EMP6) as although they are within walking distance to local and community facilities, these services may not be easily accessible due to barriers such as the railway line, canal, motorway, and/or the A670.

4.271 For IIA objectives **8: Sustainable Transport** and **14: Climate Change**, the proximity of sites to public transport will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities. The potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects are identified for H20 and H21 as they are within 400m of a bus stop and 800m of two or more sustainable transport links, which will provide people with sustainable alternative modes of transport potentially reducing dependency on private car use and their associated greenhouse gas emissions. A minor rather than a significant positive effect is identified for H22 as, although it is within walking distance to sustainable transport links (bus stops, railway stations or cycle paths), these transport links may not be easily accessible due to the canal. Similarly, adverse effects rather than minor positive effects are identified for the employment sites due to lower accessibility from barriers such as the motorway, the railway line or the Leeds and Liverpool Canal. Furthermore, the employment sites are also close to busy roads and junctions which may increase traffic congestion and transport-related emissions in these areas. Therefore, significant negative effects are identified for sites EMP4 and EMP5, while a minor negative effect is identified for site EMP6.

4.272 All housing sites will make a positive contribution to IIA objective **9: Housing**. Significant positive effects are identified for sites H20 and H22 as larger sites, which are assumed to be those greater than 5ha in size, are likely to provide a greater mix of housing sizes, types and tenures, including affordable homes. A minor positive effect is identified for site H21 as it is less than 5ha in size, and, although it will provide housing, sites that are less than 5ha in size will not be able to provide the quantity or mix of homes as larger sites. Negligible effects are identified for the employment sites in relation to this IIA objective.

4.273 Whilst most housing sites are likely to have negligible effects on the vitality and viability of town centres (IIA objective **10: Town Centres**), a significant positive effect is identified for H21 as it comprises brownfield land within 800m of the Rishton Shopping Centre which will enhance the vitality and viability of this area and facility. Minor positive rather than significant positive effects are identified for the three employment sites as the nearby town centre is not easily accessible due to the canal and/or railway line.

4.274 In the absence of more detailed site assessment work to draw from, the following is an indication of the potential effects on the historic environment. Significant negative effects are identified for sites EMP5 and EMP6 in relation to IIA objective **11: Historic Environment** as development of these large greenfield sites will have an adverse effect on the character and setting of several nearby Grade II Listed Buildings. A detailed assessment of sites with potential adverse effects should be undertaken to identify the contribution the sites make towards the significance of the heritage assets in their vicinity and to determine what impact the loss of these sites and their subsequent development might have upon the significance of the heritage assets. The remaining sites are identified as having negligible effects as they do not contain; lie adjacent to; or affect the setting of any national or local heritage assets and therefore are not likely to impact on the quality or character of the historic environment.

4.275 All sites will contribute towards the generation of waste, including household and commercial waste and waste from the development of the sites and therefore will have negative effects with relation to IIA objective **12: Waste**. Due to their size (greater than 5ha in size), sites H20, H22, EMP5 and EMP6 are anticipated to generate more waste and thus have significant negative effects on IIA objective **12: Waste**. Minor negative effects are identified for the remaining sites.

4.276 Negligible effects are identified for all sites in relation to IIA objective **15: Flooding** as they are sited entirely or mainly on brownfield or contaminated land outside of Flood Zone 3 and are not at risk of surface water flooding.

4.277 Potential significant negative effects are identified for H20 and EMP5 regards to IIA objective **16: Biodiversity and Geodiversity** as they either contain or are within 250m of a nationally designated biodiversity or geodiversity site (H20), or contains deciduous woodland which is listed on the Priority Habitat Inventory (EMP5). Therefore, the development of these sites may result in adverse effects on biodiversity and geodiversity. Minor negative effects are identified for the remaining sites as they are either located between 250m and 1km of one or more nationally designated biodiversity or geodiversity site; contain a locally designated site; or are within the Lancashire Ecological Network. Therefore, they have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Effects are uncertain as it is possible that appropriate mitigation may avoid adverse effects and may even result in beneficial effects (e.g. through habitat connectivity if new developments include green infrastructure) but this cannot be assumed.

4.278 A significant positive effect is identified for H21 in relation to IIA objective **17: Landscape** as the site comprises

entirely or mainly (>50%) brownfield within a built-up area. It is assumed that development within the built-up area, particularly of brownfield/contaminated sites, will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land. Potential significant negative effects are identified for sites H20, H22, EMP5 and EMP6. According to the Hyndburn Landscape Assessment Stage 1 Report, development of sites H20 and H22 are likely to result in adverse effects on the landscape and adverse visual effects. The Stage 2 Report identifies that there is potential for adverse cumulative effects on the canal; the Ladybird Trail from Rishton (for H22 only); footpaths, roads and properties on Mellor Ridge (for H20 only); and footpaths, towpath and lanes north of Rishton (for H20 only) from the development of the sites in association with other sites. For sites EMP5 and EMP6, according to the Hyndburn Landscape Assessment Stage 1 Report, development of site EMP5 is likely to result in adverse landscape effects but is unlikely to result in adverse visual effects while development of site EMP6 is likely to result in adverse visual effects but is unlikely to result in adverse landscape effects. The Stage 2 Report identifies that there is potential for adverse cumulative effects on the canal; the Hyndburn Clog; footpaths, roads and properties on Mellor Ridge (for EMP6 only); and footpaths, towpath and lanes north of Rishton (for EMP6 only), from the development of the sites in association with other sites. The Stage 1 Report recommends that mitigation is required to allow the sites to be developed without causing undue adverse effects.

4.279 For IIA objective **18: Water**, it was not possible to assess in the IIA which sites are hydrologically connected and therefore, a 100m buffer of sites has been used to help identify waterbodies that may be affected by development. Significant negative effects are identified for sites H22, EMP5 and EMP6 as they are adjacent to the Leeds and Liverpool Canal. Minor negative effects are identified for H20 and EMP4 as they are located within 100m of a waterbody and may pose a risk to water quality. Site H21 is likely to have a negligible effect as it is located further than 100m from a waterbody.

4.280 Similar to IIA objectives 8: Sustainable Transport and 14: Climate Change, the potential effects of new developments are compared to unplanned developments that may occur in the absence of the Local Plan which may not be near sustainable transport links. Therefore, significant positive effects are identified for H20 and H21 in relation to IIA objective **19: Pollution** as they are within 400m of a bus stop and within 800m of three or more sustainable transport links. The location of these sites may help improve air quality as they provide accessibility to public transport and facilitate cycling and walking. A mixed effect (minor positive/minor negative) is identified for H22 as it is within close proximity to sustainable transport links which may help to limit transport-

related pollution, however, not all of these are easily accessible due to the canal. The site is also within a 'moderate noise area' which could result in people being exposed to noise pollution. Similarly, a minor negative effect is identified for site EMP4 as not all of the nearby sustainable transport links are easily accessible due to the railway line, canal, motorway, and/or the A670. These effects are significant for EMP5 and EMP6 as, in addition to the physical barriers to the nearby sustainable transport links, the sites are within a 'high noise area' and are within 250m of a MRT - Rail and MRT - Road which may result in employees being exposed to noise, dust, air and light pollution.

4.281 For IIA objectives **13: Natural Resources** and **20: Soil**, significant negative effects are identified for sites H20, H22, EMP5 and EMP6 as they are large (greater than 5ha in size) predominately greenfield sites whilst a minor negative effect is identified for EMP4 as it is a small greenfield site (<5ha). Development on greenfield land represents a less efficient use of land in comparison to the development of brownfield sites and may result in the deterioration of soil quality and resources. A significant positive effect is identified for H22 as it comprises brownfield land. Development on brownfield or contaminated land represents a more efficient use of land in comparison to the development of greenfield sites, and protects soil quality and resources. Furthermore, it is assumed that prior to development contaminated sites will be remediated thereby improving soil quality.

Table 4.10: Summary of IIA scores for Rishton and Whitebirk

Site ID	Site name	Local Plan Area	Site area (ha)	Site type	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
H20	Land to the north east of Cut Lane	Rishton and Whitebirk	13.2	Housing	++	0	+	++	0	++	++	++	++	0	0	--	--	++	0	--	--	-	++	--
H21	York Mill, Livesey Street	Rishton and Whitebirk	0.8	Housing	++	0	+	++	0	++	++	++	+	++	0	-	++	++	0	-	++	0	++	++
H22	Land off Fielding Street and Barn Meadow Crescent	Rishton and Whitebirk	6.0	Housing	+	0	+	+	0	+	+	+	++	0	0	--	--	+	0	-	--	--	+/-	--
EMP4	Land between Blackburn Road and M65 slipway	Rishton and Whitebirk	4.0	Employment	+	+	0	+	0	0	+	--	0	+	0	-	-	--	0	-	-	-	--	-
EMP5	Land between Blackburn Road, Sidebeet Lane, Leeds & Liverpool Canal and railway	Rishton and Whitebirk	18.1	Employment	++	++	0	+	0	0	+	--	0	+	--	--	--	--	0	--	--	--	--	--
EMP6	Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal	Rishton and Whitebirk	20.8	Employment	++	++	0	+	0	0	+	-	0	+	--	--	--	-	0	-	--	--	-	--

Assessment findings for two sites omitted in error from the Regulation 18(2) SA Report

4.282 The assessment findings for two sites, sites 237 and 239, were previously omitted in error from the Regulation 18(2) SA Report⁴⁷ (LUC, 2019) and are therefore reported in this IIA Report.

4.283 Site 237 is located to the west of Coach Road Meadow in Oswaldtwistle Local Plan Area and site 239 is located at land at Lower Side Beet Farm adjoining the canal at Sidebeet Lane in the Rishton Local Plan Area.

4.284 Table 4.11 summarises the IIA scores for both sites.

Table 4.11: Summary of IIA scores for sites 237 and 239

IIA objective	Site 237	Site 239
1: Employment	++	++
2: Economy	0	0
3: Education	+	+
4: Health	++/--	+
5: Crime	0	0
6: Poverty	++	+
7: Equality of access	++	+
8: Sustainable transport	+	+
9: Housing	+	++
10: Town centres	0	0
11: Historic environment	-?	-?
12: Waste	-	--
13: Natural resources	-	--/+
14: Climate change	+	+
15: Flood risk	-	-
16: Biodiversity & geodiversity	-?	-?
17: Landscape	--?	--?

IIA objective	Site 237	Site 239
18: Water	-	-
19: Pollution	+	+
20: Soil	-	--/+

4.285 Significant positive effects are identified for IIA objective **1: Employment** for both sites as they are within 400m of several bus stops, the Leeds and Liverpool Canal, the National Cycle Network (site 239) and the Church and Oswaldtwistle train station (site 237); and are within 800m of strategic employment areas. Therefore, residents would be able to easily access sustainable and active travel links to enable them to access job opportunities.

4.286 Negligible effects are identified for both residential sites in relation to IIA objective **2: Economy**, **5: Crime** and **10: Town centres** in accordance with the site assessment criteria presented in **Appendix D**.

4.287 Minor positive effects are identified for both sites for IIA objective **3: Education** as it is assumed that both sites would deliver 10 dwellings or more and would therefore be required to make a financial contribution towards education provision in accordance with Policy DM6: Delivering Schools and Early Learning in the Development Management DPD.

4.288 A mixed effect (significant positive / significant negative) is expected for site 237 in relation to IIA objective **4: Health** as the site is within close proximity of several Public Rights of Way, areas of open space and a healthcare facility. However, development of the site would result in the loss of an area of open space. A minor positive effect is identified for site 239 as it is within 400m of several Public Rights of Way/cycle paths and areas of open space, however, is not within reasonable walking distance of a healthcare facility.

4.289 A significant positive effect is identified for site 237 in relation to IIA objective **6: Poverty** as it will deliver new homes in an area that is currently in the 20% most deprived for 'Barriers to Housing and Services'. A minor positive effect is expected for site 239 as it is within 400m of several bus stops, the Leeds and Liverpool Canal and the National Cycle Network which will enable residents of the site (particularly those without cars) to access services and opportunities, including jobs and learning, further afield via sustainable transport links.

⁴⁷ LUC (2019) Sustainability Appraisal of the Hyndburn Borough Council Core Strategy Review and the Site

Allocations DPD (online) Available at:
<https://www.hyndburnbc.gov.uk/download-package/sustainability-appraisal-of-the-core-strategy-review-and-site-allocations-dpd-feb19/>

4.290 A significant positive effect is expected for site 237 for IIA objective **7: Equality of access** as it is within 800m of several community facilities including a community facility, healthcare facility, several areas of open space, and Public Rights of Way which will ensure that residents (particularly those without a car) will be easily able to access facilities and services. Site 239 is not within close proximity of community services/facilities; however, it is within 400m of several bus stops and other sustainable transport links which will enable residents to access services and facilities further afield, without having to rely on the use of private cars.

4.291 Minor positive effects are identified for both sites for IIA objectives **8: Transport**, **14: Climate change** and **19: Pollution** as the sites are within close proximity of several sustainable transport links which will encourage residents to use sustainable and active travel over private car travel (and its associated transport emissions).

4.292 A significant positive effect is expected for site 239 for IIA objective **9: Housing** as it is larger than 5ha and it is assumed a site of this size would make a substantial contribution to housing delivery in the Borough. A minor positive effect is identified for site 237 as it is less than 5ha in size.

4.293 A minor negative effect is identified for site 237 for IIA objective **11: Historic environment** as it is adjacent to the Church Canalside Conservation Area and within 100m of several local heritage assets and the Scheduled Monument 'Remains of Aspen Colliery, associated beehive cooking ovens and canal basin'. A minor negative effect is also expected for site 239 as it is within close proximity to the Windy Bank Farmhouse Listed Building. The effects are uncertain as they will depend on the design, scale and layout of the developments which is unknown at this stage.

4.294 A significant negative effect is expected for site 239 for IIA objective **12: Waste** as it is larger than 5ha and it is assumed a site of this size would accommodate a large number of residents which may generate a high volume of waste. A minor negative effect is identified for site 237 as it is less than 5ha in size. Levels of recycling will not be influenced by the location of site options.

4.295 Mixed effects (minor positive / significant negative) are expected for site 239 for IIA objective **13: Resources** and **20: Soil** as it is a large greenfield site which, if developed, would represent a less efficient use of land than the development of brownfield land. It is also in a Mineral Safeguarding Area and therefore development of the site may sterilise mineral resources. A minor positive effect is also identified as part of the overall mixed effect as the site contains some areas of contaminated land which would be remediated prior to development, thereby improving soil quality. A minor negative effect is expected for site 237 for these IIA objectives as it is a

small greenfield site (<5ha) and is within a Mineral Safeguarding Area.

4.296 Sites 237 and 239 are not within Flood Zone 2 or 3, however they comprise greenfield land which, if developed, would increase the area of impermeable surfaces in the Borough. Therefore, minor negative effects are identified for IIA objective **15: Flooding**.

4.297 Minor negative effects are expected for sites 237 and 239 for IIA objective **16: Biodiversity and geodiversity** as they are within the grassland and woodland ecological network. Effects on biodiversity are uncertain as it is possible appropriate mitigation may avoid adverse effects or may even result in beneficial effects, but this cannot be assumed at this stage.

4.298 Both sites comprise mostly greenfield land outside the built-up area, although there are areas of contaminated land on site 239. Therefore, significant negative effects are identified for IIA objective **17: Landscape** as development of the sites may have an adverse impact on landscape quality and character. Effects are uncertain and will depend on the design and layout of the development and the incorporation of green infrastructure, which is unknown at this stage in the assessment.

4.299 Minor negative effects are identified for both sites for IIA objective **18: Water** as the sites are within 100m of the Leeds and Liverpool Canal, Tinker Brook (site 237) and White Ash Brook (site 237) which may be adversely affected from the development of the sites.

4.300 As identified in **Appendix C** both sites were discounted as potential development sites and not brought forward for consideration in the Regulation 19 Local Plan.

Chapter 5

Integrated Impact Assessment

Findings of the Local Plan

Policies

Introduction

5.1 This chapter describes the IIA findings of the Vision, five strategic objectives, 25 strategic policies, six Local Plan Area-specific policies and 17 site-specific policies proposed in the Local Plan Regulation 19 (Pre-Submission) Consultation document (contained in chapters 2-12). The findings are summarised below, grouped in line with the chapters of the Local Plan.

5.2 The IIA matrices prepared for the policies are presented in **Appendix G**. Where policies have a spatial element i.e. they refer to specific housing or employment sites, these have been appraised with reference to GIS data and the findings of the relevant site appraisals in **Appendix E**, where appropriate (relates to four site specific policies for employment allocations contained in Chapter 11 of the Local Plan and 13 site specific policies for housing allocations contained in Chapter 12 of the Local Plan).

Chapter 2 – Vision and Strategic Objectives

5.3 This section relates to the Vision and strategic objectives that are presented in Chapter 2 of the Local Plan.

Vision

5.4 The Vision for the Local Plan sets out a positive vision for the sustainable growth and development of Hyndburn to be achieved by the end of the plan period in 2037. The Vision for Hyndburn is as follows:

In 2037 Hyndburn will be a vibrant, distinctive, and prosperous area of Pennine Lancashire. It will be recognised for the collective quality and attractiveness of its market towns, its diverse communities, its landscape setting, environmental credentials, including a healthy natural environment and its response to climate change, and the special qualities of Huncoat Garden Village.

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

5.5 Table 5.1 summarises the IIA scores for the Vision.

Table 5.1: Summary of IIA scores for the Vision

IIA objective	Vision
1: Employment	+
2: Economy	++
3: Education	+
4: Health	+
5: Crime	+
6: Poverty	+
7: Equality of access	+
8: Sustainable transport	+
9: Housing	++
10: Town centres	+
11: Historic environment	+
12: Waste	+
13: Natural resources	+
14: Climate change	+
15: Flood risk	+
16: Biodiversity & geodiversity	+
17: Landscape	+
18: Water	+
19: Pollution	+
20: Soil	+

5.6 Overall, the Vision for the Local Plan is expected to have broadly positive effects on all of the IIA objectives. Significant positive effects are expected in relation to IIA objectives **2: Economy** and **9: Housing** as the Vision aims to make Hyndburn a prosperous area of Pennine Lancashire with a good variety and choice of homes.

5.7 The Vision supports the provision of skilled local jobs, and efficient infrastructure and service provision, which may help residents to access educational and training opportunities, and also contribute towards reducing poverty, promoting equality and reducing deprivation. Therefore, minor positive effects are

anticipated in relation to IIA objectives **1: Employment**, **3: Education** and **6: Poverty**.

5.8 Minor positive effects are expected in relation to IIA objectives **13: Natural resources**, **16: Biodiversity and geodiversity**, **18: Water**, **19: Pollution** and **20: Soil**, as the Vision supports the protection and enhancement of a healthy natural environment. A minor positive effect is identified for IIA objective **14: Climate change** and **15: Flooding** as the Vision supports the Borough's response to climate change.

5.9 A minor positive effect is identified for IIA objective **17: Landscape** as the Vision states that by 2037 Hyndburn will be

recognised as an area with an attractive landscape setting. The Vision aims to maintain and enhance the quality and attractiveness of the Borough's market towns and communities. Therefore, it is likely the Vision would contribute towards enhancing the vitality and viability of town and retail centres, and the quality and character of the built environment. Subsequently, the Vision is expected to have minor positive effects on IIA objectives **10: Town centres** and **11: Historic environment**.

5.10 The Vision aims to provide efficient infrastructure and service provision, which is likely to include improvements and

enhancements to the road and rail networks; cycle and footpath networks; public transport provision; and waste management services. Therefore, minor positive effects are identified for IIA objectives **7: Equality of access**, **8: Sustainable transport**, and **12: Waste**.

5.11 The Vision aims to ensure the residents of Hyndburn are healthier, and that Hyndburn is seen as a great place to settle by preventing and reducing fear of crime and anti-social behaviour within the Borough. Therefore, the Vision is expected to have minor positive effects on IIA objectives **4: Health** and **5: Crime**, respectively.

Strategic Objectives

5.12 Table 5.2 provides a summary of the IIA scores for the five strategic objectives of the Local Plan.

Table 5.2: Summary of IIA scores for the Strategic Objectives

IIA objective	SO1: Economy and Employment	SO2: Housing	SO3: Health	SO4: Environment	SO5: Services and Facilities
1: Employment	++	+	0	0	++
2: Economy	++	+	0	0	++
3: Education	+	0	0	0	++
4: Health	0	+	++	+	++
5: Crime	0	+	+	+	0
6: Poverty	+	+	+	+	++
7: Equality of access	0	+	+	+	++
8: Sustainable transport	0	+	+	0	++
9: Housing	0	++	0	+	0
10: Town centres	+	0	0	0	++
11: Historic environment	0	0	0	++	0
12: Waste	0	0	0	0	0
13: Natural resources	0	0	0	+/-	0
14: Climate change	0	+	+	++	++
15: Flood risk	0	0	0	++	0
16: Biodiversity & geodiversity	0	0	0	++	0
17: Landscape	0	0	0	++	0
18: Water	0	0	0	++	0

IIA objective	SO1: Economy and Employment	SO2: Housing	SO3: Health	SO4: Environment	SO5: Services and Facilities
19: Pollution	0	+	+	+	+
20: Soil	0	0	0	+/-	0

5.13 Overall, the strategic objectives for the Local Plan are expected to have broadly negligible effects on most of the IIA objectives. It is expected that the most overtly positive effects would result in relation to IIA objectives **1: Employment, 2: Economy, 4: Health, 6: Poverty, and 7: Equality of Access** whereby the many of the strategic objectives are anticipated to have minor or significant positive effects.

5.14 *SO1: Economy and Employment* and *SO5: Services and Facilities* are anticipated to have significant positive effects in relation to IIA objectives **1: Employment** and **2: Economy** as they support the creation of, and improved access to economic opportunities such as via improved public transport links to and from employment hubs, which may also encourage further investment in the area. *SO1: Economy and Employment* also supports the growth and diversification of the local economy, and higher wage employment which will help to increase the diversity of jobs in the Borough. *SO2: Housing* is anticipated to have a minor positive effect for IIA objectives **1: Employment** and **2: Economy** as delivering good quality housing is key to retaining and attracting economically active residents.

5.15 Whilst most strategic objectives are expected to have negligible effects on IIA objective **3: Education**, *SO5: Services and Facilities* is anticipated to have a significant positive effect as it supports the provision of educational facilities to help tackle the education inequalities across the Borough. Whilst *SO1: Economy and Employment* does not make specific reference to improving educational infrastructure it is recognised that creating opportunities for access to improved economic opportunities may help contribute towards work-based training.

5.16 Mainly positive effects are identified in relation to IIA objectives **4: Health** and **6: Poverty**. *SO3: Health* and *SO5: Services and Facilities* are anticipated to have significant positive effects on IIA objective **4: Health** as they recognise the health issues in the Borough, and through planning policies, seek to promote healthier and more active lifestyles through the provision of active travel infrastructure. *SO2: Housing* is expected to have a minor positive effect as it requires housing to be designed and built to incorporate 'active design' principles to enable active lifestyles while *SO4: Environment* is also expected to have a minor positive effect

as it supports the provision of green spaces which residents can use for recreational and sporting activities.

5.17 Minor positive effects are identified for IIA objective **5: Crime** for *SO2: Housing* and *SO3: Health* as they support developments incorporating 'active design' principles and encourage active lifestyles. This may encourage more people to travel on foot, increasing natural surveillance in the area, thereby reducing and/or preventing crime and anti-social behaviour.

5.18 Most strategic objectives are expected to have minor positive effects in relation to IIA objective **6: Poverty**, however *SO5: Services and Facilities* is likely to have a significant positive effect as it seeks to improve the rail and road network which would provide better links between towns and settlements and subsequently improve access to services, facilities and employment opportunities which would help reduce poverty and close the gap between the most and least deprived areas of the Hyndburn. The remaining strategic objectives seek to create greater opportunities for all to access improved economic opportunities, create a diverse range of housing including affordable housing and housing for travellers, provide sporting and recreational facilities, and improve the quality of the physical environment. Therefore, these strategic objectives are likely to reduce poverty, promote social inclusion, and help close the gap between the most deprived areas and the rest of the Borough. Subsequently, minor positive effects are anticipated for *SO1: Economy and Employment*, *SO2: Housing*, *SO3: Health* and *SO4: Environment* in relation to IIA objective **6: Poverty**.

5.19 Minor positive effects are identified for *SO2: Housing*, *SO3: Health* and *SO4: Environment* and significant positive effects for *SO5: Services & Facilities* in relation to IIA objective **7: Equality of Access** as they support the provision of leisure, sporting and recreational facilities; the improvement of the rural and urban environment including greenspace; and the improvement of the road, bus and rail links. Therefore, it is considered that these strategic objectives all promote improved access to local services and facilities and encourage engagement in activities for all residents in Hyndburn.

5.20 *SO2: Housing* and *SO4: Environment* are expected to have significant and minor positive effects, respectively, on IIA objective **9: Housing**. *SO2: Housing* supports the diversity of housing types and encourages high quality design, including

the development of Huncoat Garden Village, whilst *SO4: Environment* supports the protection of the rural environment, redevelopment of brownfield sites and provision of green space, which would all contribute towards creating pleasant environments to live in.

5.21 Minor and significant positive effects are expected for *SO1: Economy and Employment* and *SO5: Services & Facilities*, respectively, in relation to IIA objective **10: Town Centres**. Both objectives support the local economy and provide improved access to services and facilities within these areas which will help maintain and enhance the vitality and viability of the town and retail centres in Hyndburn.

5.22 Mainly negligible effects are identified for the strategic objectives in relation to IIA objectives **11: Historic Environment** and **17: Landscape**, however *SO4: Environment* is anticipated to have significant positive effects as it seeks to create a valued urban and rural environment which protects and enhances the quality and character of the built and natural environment, including the historic environment. *SO4: Environment* seeks to ensure that rural development is sympathetic to their rural setting and character, with emphasis on developing brownfield land over greenfield land. Significant positive effects are also anticipated for *SO4: Environment* in relation to IIA objectives **15: Flooding**, **16: Biodiversity and Geodiversity**, **18: Water** and **19: Pollution** as the objective encourages the redevelopment of brownfield sites, habitat enhancement and biodiversity net gain, the protection of the Borough's waterways, and minimising pollution. The remaining strategic objectives, *1: Economy and Employment*, *2: Housing*, *3: Health* and *5: Services & Facilities* are all expected to have negligible effects on these IIA objectives.

5.23 *SO2: Housing*, *SO3: Heath* and *SO5: Services & Facilities* are expected to have minor and significant positive effects respectively for IIA objective **8: Sustainable Transport** as the provision of sustainable transport modes including public transport and the provision of cycle paths etc. to provide access to services and facilities would likely result in reduced traffic, congestion, accidents and pollution, as less people make journeys via private car.

5.24 A significant positive effect is expected for *SO4: Environment* in relation to IIA objective **14: Climate Change** as it seeks to create valued urban and rural environments that are ready to address the causes and effects of climate change. *SO5: Services & Facilities* is also expected to have a significant positive effect as it directly supports the provision of active and sustainable transport modes which would result in a reduction of greenhouse gas emissions as less people travel by private car.

5.25 Most strategic objectives are anticipated to have negligible effects in relation to IIA objectives **12: Waste**, **13: Natural Resources** and **20: Soil**, however *SO4: Environment* is likely to have mixed minor effects on natural resources and soil as both brownfield and greenfield land is proposed to be developed. The development of brownfield land may be considered an efficient use of natural resources whereas development on greenfield land would likely have adverse effects on soil quality and resources.

Chapter 3 – The Spatial Development Strategy

5.26 **Table 5.3** summarises the IIA scores for the three policies in Chapter 3: The Spatial Development Strategy.

Table 5.3: Summary of IIA scores for Chapter 3 – The General Development Strategy

IIA Objective	SP1: The Spatial Development Strategy	SP2: Huncoat Garden Village	SP3: Planning Obligations
1. Employment	++	++	+?
2: Economy	++	++	+
3: Education	+	+	+?
4: Health	++	++	+?
5: Crime	0	+	0
6. Poverty	+	+	+?
7: Equality of Access	++	++	+?
8. Sustainable Transport	++/--	++/--	+?
9. Housing	++	++	+?
10: Town Centres	++	++	+?
11. Historic Environment	+/-	++/-	0
12: Waste	+/-	+/-	0
13: Natural Resources	++/--	++/-	0
14: Climate Change	++/--	++/--	+?
15: Flooding	+/-	+/-	+?
16: Biodiversity & Geodiversity	+/-	+/-	+?
17: Landscape	++/--	+/-	+?
18: Water	+/-	+/-	+?
19: Pollution	++/-	++/--	+?
20: Soil	++/--	+/-	0

5.27 Chapter 3 of the Local Plan sets out policies to guide the general development across Hyndburn, outlining the overall strategy for the pattern, scale and quality of development. The policies in this chapter focus on development in Hyndburn in general and in Huncoat Garden Village, and on Planning Obligations.

5.28 The most overtly positive effects are identified in relation to objectives **4: Health, 7: Equality of Access, 9: Housing, and 10: Town Centres** for which significant positive effects are expected for policies *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village*. Both policies outline that developments must be served by easily accessible local facilities such as healthcare, social, educational and open space facilities and services, as well as promoting improved connectivity between different areas within Hyndburn. Both policies seek the protection and enhancement, and delivery of green infrastructure assets which provides opportunities for recreation and leisure, therefore promoting healthier lifestyles. Both policies support the delivery of an appropriate mix of housing over the plan period. The scale of development proposed under both policies SP1 and SP2 is expected to improve the quality of existing town and retail centres by returning vacant sites back into use through the provision of new retail sites, and through the delivery of a new local centre at Huncoat Garden Village which will provide convenience facilities and services, leisure and cultural facilities to meet the needs of the community.

5.29 The policies are also expected to have generally positive impacts in terms of objectives **1: Employment, 2: Economy, and 3: Education**. Through these policies, investment will be focussed in key regeneration areas and the new local centre of Huncoat Garden Village which will support the development and growth of the local economy, and subsequently attract further investment, resulting in the generation of new employment opportunities. In addition, policy *SP1: The Spatial Development Strategy* requires developers to contribute financially towards key infrastructure needed to support growth, such as schools while policy *SP2: Huncoat Garden Village* supports an extension to Huncoat Primary School.

5.30 Policy *SP1: The Spatial Development Strategy* is expected to have a negligible effect on IIA objective **5: Crime**, whereas policy *SP2: Huncoat Garden Village* is expected to have a minor positive effect as it seeks to create a safe and attractive place to live, with a safe streetscape.

5.31 Minor positive effects are anticipated for policies *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* with regards to IIA objective **6: Poverty** as both policies support the provision of accessible facilities such as healthcare, open space and local services. Policy SP2

provides further support for this IIA objective by providing affordable housing and local employment opportunities.

5.32 Policy *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* are both expected to have significant mixed effects on IIA objective **8: Sustainable Transport, 14: Climate Change** and **19: Pollution**. Policy SP1 states that green and blue infrastructure should be protected and enhanced, and developers will be required to contribute towards necessary infrastructure to support development, such as public transport and active travel routes. Therefore, this policy is likely to encourage transport by sustainable modes and thus reduce traffic, congestion and transport-related emissions. Policy SP2 strongly supports the provision of active travel infrastructure; safeguards land for the delivery of strategic rail infrastructure; supports a limit of 20mph on residential roads which will reduce the number of accidents; and requires developers to contribute towards infrastructure needs such as public transport links. The positive effects expected for these objectives for both policies are combined with negative effects as the scale of development proposed throughout the Borough and at Huncoat is likely to result in an increase in traffic congestion, transport-related emissions, resulting in noise and air pollution. Furthermore, policy SP2 also supports the early delivery of the Huncoat Relief Road which may encourage more people to travel by private petrol/diesel vehicles. The positive effect identified for policy SP2 for IIA objective **14: Climate Change** is further strengthened as it requires new development to demonstrate the use of renewable energy and high levels of energy efficiency which will contribute towards achieving zero net carbon.

5.33 Mixed effects (minor positive / minor negative) are identified for policy *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* with regards to IIA objective **15: Flooding**. Policy SP1 requires the causes and consequences of climate change, such as flood risk, to be addressed. Policy SP2 requires development proposals to include measures to mitigate flood risk using SuDS, noting that post-development surface water run-off rates should be attenuated to achieve a reduction in greenfield run-off rates. In addition, the policy requires infrastructure to be resilient, including to the impacts of climate change. Minor negative effects are also expected for both sites as the development of greenfield sites will reduce the area of permeable surfaces in the Borough.

5.34 Both policies *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* are expected to have a mixture of positive and negative effects on IIA objectives **11: Historic environment, 13: Natural resources, 17: Landscape, and 20: Soil** as they promote the development of brownfield land and protection of green infrastructure, which is considered to be an efficient use of natural resources and

would likely help protect soil quality and resources. The redevelopment of brownfield land is also likely to enhance the surrounding area, particularly where it embeds natural and build heritage assets into the development. However, some development sites are anticipated to be in greenfield locations which may detract from the quality and character of the landscape, and adversely affect soil quality and resources. Therefore, whilst positive effects might arise from the redevelopment of brownfield land, the development of greenfield sites would likely have adverse impacts on these objectives.

5.35 Mixed effects (minor positive / minor negative) are also anticipated for policies *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* for IIA objectives **16: Biodiversity and geodiversity** and **18: Water**. Both policies require new developments to contribute towards biodiversity net gain and require multifunctional greenspace, landscaping (including street trees) and green and blue infrastructure to be delivered as part of new developments, which may provide biodiversity benefits by improving connectivity and movement within the ecological network. Minor negative effects are identified for both policies as development of greenfield sites could increase surface water runoff and potentially contaminate waterbodies, as well as negatively impacting biodiversity.

5.36 Mixed effects (minor positive / minor negative) are also anticipated for policies *SP1: The Spatial Development Strategy* and *SP2: Huncoat Garden Village* for IIA objectives **12: Waste** as the scale of development proposed will inevitably result in an increase in waste generation. However, the policies also support smart, sustainable and resilient infrastructure to help manage waste effectively and sustainability.

5.37 Policy *SP3: Planning Obligations* is expected to have minor positive effects on the majority of IIA objectives, as it requires developer contributions to be made through planning conditions and/or Section 106 agreements which would bring positive effects for many of the IIA objectives including new infrastructure such as health care facilities, sustainable transport services, green infrastructure, and flood risk infrastructure for example. These effects are uncertain as new infrastructure requirements are not yet known.

Chapter 4 – The Economy and Town Centres

5.38 Table 5.4 overleaf summarises the IIA scores for the four policies in Chapter 4: The Economy and Town Centres.

Table 5.4: Summary of IIA scores for Chapter 4 – The Economy and Town Centres

IIA Objective	SP4: Employment Provision and Strategic Sites	SP5: Protection, Modernisation and Development of Employment Sites	SP6: Centre Hierarchy, Strategy and Retail Provision	SP7: Accrington Town Centre
1. Employment	++	++	++	++
2. Economy	++	++	++	++
3. Education	0	0	0	+
4. Health	+	0	+	+
5. Crime	0	0	+	+
6. Poverty	+	+	0	+
7. Equality of Access	0	0	++	++
8. Sustainable Transport	++/--	+/-	+/-	+/-
9. Housing	0	0	0	++
10. Town Centres	+	+	++	++
11. Historic Environment	+/-	+/-	++	++
12. Waste	+/-	+/-	-	-
13. Natural Resources	--/+	+/-	+	+
14. Climate Change	++/--	+/-	+/-	+/-
15. Flooding	-	+/-	0	0
16. Biodiversity & Geodiversity	-	+/-	0	0
17. Landscape	-	+/-	+	++
18. Water	-	+/-	0	0
19. Pollution	++/--	+/-	+/-	+/-
20. Soil	--/+	+/-	+	+

5.39 Chapter 4 sets out policies to guide sustainable levels of employment and economic growth in Hyndburn which will help to create greater opportunities for all to access improved economic opportunities, provide support for the local economy and higher wage employment, and to provide easy access for all to good quality services and facilities.

5.40 Overall, the policies in this chapter are expected to have negligible effects on a number of the IIA objectives. The most overtly positive effects have been identified for these policies in relation to objectives **1: Employment** and **2: Economy** for which a significant positive effect is expected in relation to all the policies.

5.41 The policies are also expected to have generally positive impacts in terms of objective **6: Poverty**. Policies *SP4: Employment Provision and strategic sites* and *SP5: Protection, Modernisation and Development of Employment Sites* support the provision of employment opportunities which may result in reducing poverty in the Borough. Policy *SP7: Accrington town centre* supports the improvements to the accessibility and connectivity of the Town Centre to facilitate access by all groups of the community which will promote social inclusion. Therefore, minor positive effects are expected from these policies, with a negligible effect from policy *SP6: Centre Hierarchy, Strategy and Retail Provision*.

5.42 Policies *SP6: Centre Hierarchy, Strategy and Retail Provision* and *SP7: Accrington Town Centre* is anticipated to have significant positive effects on IIA objectives **7: Equality of Access**, **10: Town Centres** and **11: Historic Environment** as the policy encourages investment in services and facilities within Accrington and surrounding towns which will result in more easily accessible amenities for the local population. This investment would likely contribute to revitalising the centres within Hyndburn and thus help enhance the vitality and viability of these areas. In addition, continued investment in these areas would improve the aesthetic appearance of the centres and public realm, and consequently would enhance the character and built quality of the settlements and neighbourhoods.

5.43 However, negligible, minor positive and minor mixed effects are identified in relation to these IIA objectives from policies *SP4: Employment Provision and strategic sites* and *SP5: Protection, Modernisation and Development of Employment Sites*. Both policies are not expected to affect or influence equality of access within the borough, however a minor positive effect is anticipated with relation to IIA objective **10: Town Centres** as modernising and developing employment sites could result in an increase in operational businesses in town centres. Therefore, it is likely that this would help enhance the vitality and viability of town and retail centres. Mixed effects (minor positive / minor negative) are expected for **11: Historic Environment**, as they comprise

large greenfield sites within close proximity to several Grade II Listed Buildings. However, mitigation is provided in the site-specific policies for these sites to ensure the preservation of the character and setting of these heritage assets. Policy *SP5* outlines that employment sites will be released for redevelopment if it is the only viable means of retaining a building or premises which has architectural or historic significance.

5.44 The provision of support for employment and economic growth in Hyndburn, as outlined in policies are expected to have negligible effects on improving the local education, as by the nature of their development they are unlikely to have to contribute financially towards educational infrastructure. Policy *SP7: Accrington Town Centre* is the exception, which is anticipated to have minor positive effects for IIA objective **3: Education**, as it seeks to ensure that specific interventions to improve the qualifications of adults from disadvantaged backgrounds are supported.

5.45 The policies provide support for employment growth within the existing urban boundary or where they support the expansion of strategic employment hubs. Overall, the policies would support a high level of economic growth locally which would increase the number of journeys being made by commuters and residents in Hyndburn. This is expected to have minor negative effects on IIA objective **8: Sustainable Transport** as it may encourage travel via private car, and thus contribute towards traffic, congestion, accidents and pollution. Positive effects are also identified as existing employment sites and development areas are within close proximity to sustainable transport links including railway stations and cycle paths. New development may also include the provision of new sustainable and active travel infrastructure which may encourage employees to travel sustainably. For policy *SP4: Employment Provision and strategic sites* this positive effect is expected to be significant.

5.46 These policies are considered to have mixed effects on IIA objective **19: Pollution** as a result of increased car emissions from commuters and visitors but also pollution released from industry on the employment sites. Additionally, buildings used for employment hubs, or establishments open past usual retail hours may increase noise and light pollution. However, reducing the need to travel further afield and the provision of sustainable infrastructure may minimise transport related emissions. Additionally, Policy *SP5: Protection, Modernisation and Development of Employment Sites* considers the retention of sites in employment which are likely to have significant adverse effects on residential amenity. For Policy *SP4: Employment Provision and strategic sites* a significant mixed effect is expected as in addition to the above, expansion of existing building parks and roads, junctions and bridges will increase transport-related noise and air pollution. However, the site-specific employment site policies require the

strategic employment sites to incorporate new landscaping including trees and hedgerows which will act as buffers to noise pollution.

5.47 Likewise, mixed effects are expected on IIA objective **14: Climate Change** as these policies may encourage the use of private cars, and thus contribute to the climate change through the release of greenhouse gasses. However, this is reduced by limiting the distance needed to travel to access services and/ or being well served by sustainable and active travel infrastructure. Similarly, for policy *SP4: Employment Provision and strategic sites* these effects are likely to be significant. Policy *SP5: Protection, Modernisation and Development of Employment Sites* seeks the protection, modernisation, and development of employment sites in Hyndburn. Factors considered in determining the retention of sites in employment use include accessibility and environmental issues. Hence a minor mixed effect is identified for this policy.

5.48 A significant positive effect is identified for policy *SP7: Accrington Town Centre* in relation to IIA objective **9: Housing** as residential developments are supported through supporting the restructuring of the housing market and the benefits of apartment development being demonstrated. Negligible effects are identified for the remaining policies within this chapter as these policies refer to employment and retail development, and do not cover housing development.

5.49 Two policies in this chapter, *SP4: Employment Provision and strategic sites* and *SP5: Protection, Modernisation and Development of Employment*, are expected to have a direct impact on flooding, water quality and biodiversity and geodiversity in Hyndburn. Minor negative effects are identified in relation to IIA objectives **15: Flooding**, **16: Biodiversity and Geodiversity** and **18: Water** as several of the employment sites are near waterbodies and the development of sites for employment purposes may include areas of greenfield land, which increases the area of impermeable surfaces and could increase overall flood risk and threatens a valuable habitat for the local biodiversity. Additionally, *SP4* comprises of brownfield/ contaminated land within an area at risk of surface water flooding. However, Policy *SP5* addresses potential redevelopment of existing employment sites, highlighting that sites may be released for redevelopment if continued use of the site would give rise to unacceptable environmental impacts. Therefore, a mixed (minor positive / minor negative) impact is expected for this policy.

5.50 *SP4: Employment Provision and strategic sites* and *SP5: Protection, Modernisation and Development of Employment* are expected to have negligible effects on IIA objectives **5: Crime**, and *SP5* on IIA objective **4: Health**. The remaining policies are anticipated to have minor positive effects as they support access to local retail, leisure and other facilities and services within town centres which indirectly contribute

towards health and well-being. By maintaining and enhancing the vitality and viability of town centres, these policies will encourage increased footfall within these areas which subsequently can help reduce crime and anti-social behaviour by means of natural surveillance.

5.51 Policy *SP7: Accrington Town Centre* is expected to have a significant positive effect with respect to IIA objective **17: Landscape** as this policy supports the reuse of vacant properties, improvement and redevelopment of shop fronts and buildings, as well as improving the public realm through tree planting schemes. *SP6: Centre Hierarchy, Strategy and Retail Provision* is anticipated to have minor positive effects as it encourages development with urban boundaries which would likely include brownfield land, protection against unacceptable environmental impacts, and improvement of the accessibility and general quality of town and retail centres. Subsequently, it is considered that these policies will positively contribute towards the quality and character of the landscape both in local centres and less built-up areas. A minor negative effect is identified for *SP4: Employment Provision and strategic sites*, as it may have some adverse effects on the landscape from the development of the employment sites, many of which comprise large greenfield sites. A minor mixed effect is expected for *SP5: Protection, Modernisation and Development of Employment* as measures would be taken to release sites for redevelopment if the site would give rise to unacceptable environmental impacts.

5.52 Mixed (minor positive / minor negative) effects are identified with regards to IIA objective **12: Waste** from policies *SP4* and *SP5* as Policy *SP13: Climate Change and Sustainable Development of the Local Plan* requires new development to make adequate provision for waste collection and recycling, encourage the use of low environmental impact products in design and construction, and provide facilities for effective waste management. However, new development and an increase in businesses will lead to an increase in the production of waste, thus minor negative effects are identified for all policies.

5.53 Minor positive, minor negative and mixed minor/ significant effects are anticipated for the policies in this chapter with relation to IIA objectives **13: Natural Resources** and **20: Soil**. Minor positive effects are expected for policies *SP6: Centre Hierarchy, Strategy and Retail Provision* and *SP7: Accrington Town Centre* as it encourages development within the existing urban boundary which is likely to be on previously developed land and thus considered an efficient use of natural resources and is less likely to have adverse impacts on soil resources and quality. In contrast, policies *SP4: Employment Provision and strategic sites* and *SP5: Protection, Modernisation and Development of Employment* concerns development of both brownfield and greenfield land for employment purposes. The development of greenfield land

could result in a less efficient use of land and deteriorate soil quality and resources. A mixed effect (significant negative / minor positive effect) is identified for *SP4* as four sites comprise of greenfield sites, and a further two intersect with a Mineral Safeguarding Area.

5.54 Negligible effects are identified for the remaining objectives.

Chapter 5 – Community Infrastructure

5.55 **Table 5.5** summarises the IIA scores for the two policies in Chapter 5: Community Infrastructure.

Table 5.5: Summary of IIA scores for Chapter 5 – Community infrastructure

IIA objective	SP8: Open space provision	SP9: Provision of community facilities
1: Employment	0	+
2: Economy	0	+
3: Education	+	++
4: Health	++	++
5: Crime	+	+
6: Poverty	0	++
7: Equality of access	++	++
8: Sustainable transport	0	+
9: Housing	+	0
10: Town centres	+	+
11: Historic environment	+	+
12: Waste	0	0
13: Natural resources	+	0
14: Climate change	0	+
15: Flood risk	++	0
16: Biodiversity & geodiversity	++	0
17: Landscape	++	0
18: Water	++	0
19: Pollution	+	+
20: Soil	++	0

5.56 Chapter 5 sets out policies for the provision of open spaces and community infrastructure to provide easy access for all to high quality services and facilities, and to improve the health of the residents of Hyndburn.

5.57 Overall, the policies in this chapter are expected to have broadly minor positive effects on most of the IIA objectives. It is expected that the most overtly positive effects would result in relation to IIA objectives **4: Health** and **7: Equality of access**. Significant positive effects are expected for both

policies for these IIA objectives as these policies have the greatest scope to help promote health and equality of access by providing accessible opportunities for recreation and leisure purposes, and by ensuring residents have access to local facilities which support their well-being, such as healthcare provision.

5.58 Significant positive effects are expected for policy *SP9: Provision of community facilities* in relation to IIA objectives **3: Education** and **6: Poverty** as it supports proposals for accessible, high quality educational facilities which will give people the skills and knowledge to access jobs/higher paying jobs, thereby contributing to reducing poverty. Furthermore, new residential developments will have to provide financial contributions towards education provision (in line with policy DM6). The policy also supports the provision of community facilities that are accessible by all people in the community, thereby promoting social inclusion and equality. Minor positive effects are identified for policy *SP9: Provision of community facilities* in relation to IIA objectives **1: Employment** and **2: Economy** as the provision of community facilities will provide employment opportunities and support the local economy.

5.59 Minor positive effects are identified for policy *SP9: Provision of community facilities* for IIA objectives **8: Sustainable transport** and **14: Climate change** as the policy supports the provision of community facilities that are easily accessible thus reducing the need to travel by private car, which subsequently will contribute towards minimising the release of greenhouse gas emissions. The reduction in private car use would potentially also have a minor positive effect on IIA objective **19: Pollution** as air pollution resulting from cars may be reduced. A minor positive effect is also expected for policy *SP8: Open space provision* for this IIA objective as the policy seeks to maintain, protect and enhance the network of open spaces which may create buffers to reduce noise pollution.

5.60 Minor positive effects are anticipated in relation to IIA objectives **5: Crime**, **10: Town centres** and **11: Historic environment** for both policies. The provision of open space may help to lower crime and anti-social behaviour by means of natural surveillance if the open spaces are regularly used while the provision of community facilities will enhance opportunities available for local people which may have an indirect positive effect on levels of crime and anti-social behaviour. Open spaces and community facilities can make the local environment more aesthetically pleasing and enjoyable to use, creating a sense of place. Furthermore, the introduction of new community facilities in town centres would help to reduce the number of vacant properties, enhancing the vitality and viability of these areas.

5.61 Policy *SP8: Open space provision* is identified as having significant positive effects on IIA objectives **15: Flooding**, **16:**

Biodiversity and geodiversity, **17: Landscape**, **18: Water** and **20: Soil**, as areas of open space may allow for flood attenuation, enhancement of ecological networks and habitats, protection of water and soil quality whilst contributing to the quality, character and distinctiveness of the landscape. A minor positive effect is expected for IIA objective **13: Natural resources** as the policy seeks to maintain, protect and enhance the network of open spaces which is considered an efficient use of natural resources.

5.62 A minor positive effect is expected for policy *SP8: Open space provision* for IIA objective **9: Housing** as this policy seeks the provision of appropriate open space in new residential developments which will contribute towards creating safe and pleasant local environments.

5.63 Negligible effects are identified for both policies in relation to IIA objective **12: Waste** and for the remaining IIA objectives.

Chapter 6 – Housing

5.64 Table 5.6 summarises the IIA scores for the three policies in Chapter 6: Housing.

Table 5.6: Summary of IIA scores for Chapter 6 – Housing

IIA Objective	SP10: Housing provision (including affordable housing)	SP11: Suitable range of housing	SP12: Gypsy and Traveller and Travelling Showpeople provision
1: Employment	+	0	+
2: Economy	+	0	+
3: Education	+	0	+
4: Health	+	+	+
5: Crime	+	0	0
6: Poverty	++	++	+
7: Equality of access	+	+	+
8: Sustainable transport	++/--	+	+/-
9: Housing	++	++	++
10: Town centres	+	+	0
11: Historic environment	+/-	+	+/-
12: Waste	+/-	0	+/-
13: Natural resources	+/-	+	+/-
14: Climate change	++/--	+	+/-
15: Flooding	-	0	-
16: Biodiversity & geodiversity	-	0	-
17: Landscape	-	+	-
18: Water	-	0	-
19: Pollution	+/-	+	--/+
20: Soil	+/-	0	+/-

5.65 Chapter 6 sets out policies for the management and provision of housing in Hyndburn. The policies within the chapter seek to provide a greater choice and quality of housing, and to improve the health of the residents of Hyndburn.

5.66 Overall, the policies in this chapter are expected to have primarily minor positive effects on most of the IIA objectives, however a number of significant positive effects are identified for the IIA objectives relating predominantly to policy *SP10: Housing provision (including affordable housing)*. It is expected that the most overtly positive effects would result in relation to IIA objective **9: Housing**, with all policies anticipated to have significant positive effects as they seek to ensure the delivery of least 3,104 dwellings (equivalent to an average of 194 dwellings per year) over the plan period,

comprising a range of homes, including affordable housing and sites and pitches for Gypsy, Travellers and Travelling Showpeople.

5.67 Significant positive effects are identified for IIA objective **6: Poverty** for *SP10: Housing provision (including affordable housing)* and *SP11: Suitable range of housing*. Policy *SP10* requires residential developments to contribute towards the creation of mixed, balanced and inclusive communities which may enhance social inclusion and promote equality. It also requires that 20% of dwellings in developments feature more than 10 dwellings, or sites larger than 0.5 hectares should be affordable. Of the total number of affordable homes, a minimum 25% should be 'First Homes', which would help to close the gap between the most deprived areas in the Borough and the rest of the Borough. Policy *SP11: Suitable*

range of housing supports an appropriate mix of housing sizes, types and tenures which will help to ensure that the housing needs of all people in the Borough are met. A minor positive effect is identified for *Policy SP12: Gypsy and Traveller and Travelling Showpeople provision* as it ensures there is adequate provision for the needs of Gypsies, Travellers and Travelling Showpeople over the plan period which will help to ensure that the housing needs of all people in the Borough are met, thereby promoting equality.

5.68 Minor positive effects are anticipated for all policies in relation to IIA objectives **4: Health** and **7: Equality of access**. The provision of new dwellings in town centres, which are well served by sustainable transport, will help to improve the health and wellbeing of residents and increase access to cultural, educational, leisure, sporting, recreational and community activities. Policy *SP11* supports the provision of affordable housing for older people, people with disabilities and wheelchair users, and Policy *SP12* supports the needs of Gypsies, Travellers and Travelling Showpeople by requiring accommodation sites to be located within a reasonable distance to health services, supporting healthy living for all. Minor positive effects are also identified for **10: Town centres**, as the new dwellings in and around town centres which could help to enhance the vitality and viability of town and retail centres through the increase in footfall within the centres. Policy *SP12* is expected to have a negligible effect for this objective. Policy *SP10* also has a minor negative effect regarding IIA Objective **5: Crime** as the provision of at least 40 dwellings per hectare in town centre could reduce crime, fear of crime and anti-social behaviour through increasing footfall and natural surveillance in these areas.

5.69 Mixed effects are expected for policies *SP10: Housing provision (including affordable housing)* and *SP12: Gypsy and Traveller and Travelling Showpeople provision* in relation to IIA objectives **8: Sustainable Transport**, **14: Climate change** and **19: Pollution**. As more housing is allocated there may be an increase in traffic and delivery of new and/or upgraded roads, junctions and business parks which may encourage people to make journeys via private vehicle, and hence contribute towards increases in road traffic and pollution. For policy *SP12*, not all the sites proposed are within accessible areas, which may encourage residents to make journeys via private vehicle, further exasperating this issue. Additionally, one site is within a 'moderate noise area' due to its close proximity to a busy road and two sites are within 250m of a designated mineral and waste site, which may result in residents being exposed to pollution. Thus, a mixed effect (significant negative / minor positive) is identified for Policy *SP12*. However, the policies support a higher density of housing in town centres and other locations that are well served by public transport, encouraging people to travel via sustainable and active travel, reducing private vehicle use and

therefore limiting GHG emissions and transport-related pollution. In addition, for Policy *SP12* the Local Plan housing sites will also likely contribute towards the provision of active travel infrastructure which may encourage more journeys by walking and cycling. Furthermore, the site-specific housing policies require the housing sites to incorporate new landscaping including trees and hedgerows which will act as buffers to noise pollution. A minor positive effect is identified for Policy *SP11: Suitable range of housing* with respect to IIA objectives **8: Sustainable Transport**, **14: Climate change** and **19: Pollution**, as it supports new apartment developments that are in locations that are well served by public transport, which could help to minimise air pollution and GHG emissions through the reduction of road traffic and congestion.

5.70 Mixed effects are expected for policies *SP10: Housing provision (including affordable housing)* and *SP12: Gypsy and Traveller and Travelling Showpeople provision* regarding IIA objectives **11: Historic environment**, **12: Waste**, **13: Natural resources** and **20: Soil**. The development of new sites will comprise a mix of brownfield and greenfield land. The delivery of accommodation sites in town centres and other locations well served by public transport are mostly on brownfield or contaminated sites, which will enhance the surrounding area and help to support the efficient use of land. Development on greenfield land represents a less efficient use of land and results in the deterioration of soil quality and resources. Several sites are expected to have adverse effects on the historic environment and are within Mineral Safeguarding Areas, potentially sterilising mineral resources and restricting the availability of resources in the Borough. For IIA objective **12: Waste**, all new development will inevitably involve an increase in waste generation, however, Policy *SP13: Climate Change and Sustainable Development of the Local Plan* requires new development to make adequate provision for waste collection and recycling and encourages the use of low environmental impact products in design and construction and provide facilities for effective waste management in the operation of development. A minor positive effect is identified for Policy *SP11: Suitable range of housing* regarding IIA objectives **11: Historic environment** and **13: Natural resources**. Policy *SP11* supports new apartment developments only where they would secure efficient use of land and maintain the prevailing character and setting of the local area, or would involve the reuse or adaptation of a historic mill building in an appropriate location.

5.71 Minor positive effects are expected for IIA objectives **1: Employment**, **2: Economy** and **3: Education** for policies *SP10: Housing provision (including affordable housing)* and *SP12: Gypsy and Traveller and Travelling Showpeople provision* as the provision of addition of housing in sustainable locations may connect more people to employment

opportunities and educational facilities, thereby supporting the local economy and raising educational achievements.

5.72 Minor negative effects are anticipated for *SP10: Housing provision (including affordable housing)* and *SP12: Gypsy and Traveller and Travelling Showpeople provision* in relation to IIA objectives **15: Flooding**, **16: Biodiversity and geodiversity**, **17: Landscape** and **18: Water**. Both policies contain sites at risk of flooding, including greenfield land for policy *SP10*, which if developed, increases the area of impermeable surfaces and could increase overall flood risk. The development of housing sites is likely to have adverse effects on biodiversity particularly sites which are on greenfield land, contain habitats listed on the Priority Habitat Inventory or are within close proximity to a locally designated biodiversity site. Likewise, new development is likely to pose adverse effect on landscape, particularly as many of the housing sites comprise greenfield sites or are adjacent to land designated as 'Countryside Area', which if developed, would reduce the

sites' contribution to the landscape character and local distinctiveness. Conversely, Policy *SP11: Suitable range of housing* is expected to have a minor positive effect for IIA objective **17: Landscape**. Policy *SP11* supports development proposals that would secure the efficient use of land which could help protect the landscape quality of Hyndburn. Furthermore, the policy supports new apartment developments that are part of high-quality developments in canal-side locations where the regeneration benefits of the development can be demonstrated. This may include improving the landscape quality of these areas. For IIA objective **18: Water**, several of the housing sites either contain or are adjacent to waterbodies and are anticipated to have an adverse effect on the water environment for policies *SP10* and *SP12*.

5.73 Negligible effects are identified for the remaining IIA objectives.

Chapter 7 – Protecting and Enhancing the Environment

5.74 **Table 5.7** overleaf summarises the IIA scores for the nine policies in Chapter 7: Protecting and Enhancing the Environment.

Chapter 5

Integrated Impact Assessment Findings of the Local Plan Policies

Integrated Impact Assessment of Hyndburn 2037: The Local Plan
November 2023

Table 5.7: Summary of IIA scores for Chapter 7 – Protecting and Enhancing the Environment

IIA Objective	SP13: Climate Change and Sustainable Development	SP14: Green Infrastructure	SP15: Landscape Character	SP16: Natural Environment Enhancement	SP17: Renewable Energy	SP18: High Quality Design	SP19: Heritage	SP20: Environmental Amenity and Air Quality	SP21: The Leeds and Liverpool Canal
1. Employment	0	+	0	0	+	0	0	0	0
2. Economy	+	+	+	0	+	+	+	0	+
3. Education	0	0	0	+	0	0	+	0	0
4. Health	++	++	0	++	++/-?	++	0	++	+
5. Crime	0	+	0	0	0	+	0	0	+
6. Poverty	+	0	0	0	+	+	0	0	0
7. Equality of Access	+	++	0	+	+?	+	0	0	+
8. Sustainable Transport	++	++	0	+	-?	+	0	++	+
9. Housing	+	+	+	+	0	+	-	+	0
10. Town Centres	+	+	+	+	0	+	+/-	+/-	+
11. Historic Environment	+	+	++	++	-?	++	++	+	++
12. Waste	++	0	0	0	+	0	0	0	0
13. Natural Resources	++	+	0	+	++	0	0	0	0
14. Climate Change	++	++	0	++	++	+	0	+	0
15. Flooding	++	++	0	++	0	+	0	0	-
16. Biodiversity & Geodiversity	++	++	+	++	-?	0	0	+	+
17. Landscape	++	++	++	++	-?	++	+	+	++
18. Water	++	++	0	+	-?	0	0	+	-?
19. Pollution	++	++	+	+	-?	+	0	++	+
20. Soil	++	++	+	++	-?	0	0	+	++

5.75 Chapter 7 of the Local Plan sets out policies for the protection and enhancement of the environment. These policies seek to create a valued urban and rural environment and improve the quality of health of the residents of Hyndburn.

5.76 Overall, the policies in this chapter are expected to have broadly positive effects on most of the IIA objectives. Negligible effects are also relatively frequently identified. It is expected that the most overtly positive effects would result in relation to IIA objectives **4: Health**, **11: Historic Environment**, **14: Climate Change**, **17: Landscape** and **20: Soil**.

5.77 The majority of policies would likely have minor or significant positive effects with relation to IIA objective **4: Health** as they encourage the protection and enhancement of green infrastructure including the canal, green and open space, and natural resources for use for recreational and leisure purposes. By encouraging the residents of Hyndburn to use these areas for recreation and leisure, these policies encourage people to lead healthier and more active lifestyle which would improve the overall health of residents across the Borough. Furthermore, policy *SP20: Environmental amenity and air quality* seeks to reduce pollution from development and traffic and subsequently is likely to have significant positive effects on health. *SP17: Renewable Energy* is expected to have an uncertain mixed significant positive and minor negative effect on this objective as the development of renewable energy will help to minimise carbon emissions which will have positive effects for health in terms of improved air quality. However, depending on the scale and location of new renewable energy developments, there may be adverse impacts on the population. The policy does however specify that developers must engage with the community at an early stage prior to formal submission of any proposal and large-scale renewable energy developments must make provision for direct community benefits over the period of development. Policies *SP15: Landscape Character* and *SP19: Heritage* are expected to have negligible effects on this objective.

5.78 Half of the policies including *SP15: Landscape Character*, *SP16: Natural Environment Enhancement*, *SP18: High Quality Design*, *SP19: Heritage* and *SP21: The Leeds and Liverpool Canal* are expected to have significant positive effects on IIA objective **11: Historic Environment**, as they seek to protect and enhance the character of the landscape and built environment including heritage assets and the canal which has a rich industrial and cultural past. In addition, policy *SP16* aims to protect and enhance natural resources such as the Foxhill Bank Local Nature Reserve which is linked to the industrial and cultural past of the Borough. A further three policies, *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure* and *SP20: Environmental Amenity and Air Quality* are anticipated to have minor positive effects as green infrastructure will contribute

towards the improvement of the setting of the built and historic environment, and development will be required to consider the environmental amenity including privacy of settlements and historic assets. Policy *SP17: Renewable Energy* is anticipated to have an uncertain minor negative effect as the development of renewable energy outlined in the policy may impact on the character of settlements, with the impact being dependent on the type and the location of renewable energy with solar panels and microgeneration having a much less significant impact on nearby heritage assets.

5.79 Positive effects are identified for most policies with relation to IIA objective **17: Landscape**, the exception is policy *SP17: Renewable Energy* which is anticipated to have an uncertain minor negative effect. The majority of policies in this chapter support either the inclusion of greenspace and green infrastructure which contributes towards improving landscape quality and character, sympathetically designed development which conserves and enhances local character, and development which is unlikely to impact on sensitive environmental locations. In addition, policies seek to limit and reduce the visual impact of development and enhance the landscape by protecting Local Nature Reserves and trees and hedgerows which are important components within Hyndburn's landscape. The minor negative effect associated with policy *SP17: Renewable Energy* results from the potential adverse visual impact that may be associated with renewable energy schemes such as wind farms.

5.80 Likewise, four of the policies are anticipated to have positive effects with relation to IIA objective **15: Flooding** as they seek the provision of greenspace and green infrastructure which may allow for flood attenuation in addition to the incorporation of sustainable urban drainage schemes. Furthermore, policy *SP13* seeks to guide development away from areas at risk of flooding and greenfield land, where an increase in impermeable surfaces may contribute towards increased surface water runoff and thus flooding. It also sets out that a Strategic Flood Risk Assessment level one has been undertaken to ensure the plan takes into account flood risk matters and developer-led site-specific flood risk assessments will be required as part of the planning application process. Whilst policies *SP15*, *SP17*, *SP19* and *SP20* are likely to have negligible effects, policy *SP21: The Leeds and Liverpool Canal* is likely to have minor negative effects on flooding as the development along the canal may increase the area of impermeable surfaces and hence increase risk of surface water runoff.

5.81 Policies *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure*, *SP16: Natural Environment Enhancement* and *SP21: The Leeds and Liverpool Canal* are all anticipated to have significant positive effects with relation to IIA objective **20: Soil** as they encourage new development to consider contamination and

land stability, and to protect green infrastructure and natural resources by encouraging the development of previously used brownfield land over greenfield land. Therefore, it is considered that these policies would all facilitate the protection of soil quality and resources. A further two policies, *SP15: Landscape Character* and *SP20: Environmental Amenity and Air Quality* are likely to have minor positive effects as they require that the local landscape character and surrounding environmental receptors are considered, which may result in the protection of soil resources and quality. However, one policy, *SP17: Renewable Energy* highlights that renewable energy schemes may be developed on greenfield land which would likely have adverse effects on soil quality and resources. As such, it is considered that this policy would have an uncertain minor negative effect on this objective.

5.82 The majority of policies in this chapter are expected to have positive effects on IIA objective **16: Biodiversity and Geodiversity** as many of the policies promote the protection and enhancement of greenspaces and green infrastructure which provides habitats and helps create a coherent ecological network with reduced fragmentation. Policies *SP15: Landscape Character*, *SP16: Natural Environment Enhancement* and *SP20: Environmental Amenity and Air Quality* all seek to guide development away from sensitive locations and where necessary require mitigation measures to ensure no adverse effects on biodiversity and geodiversity. However, policy *SP17: Renewable Energy* is likely to have uncertain minor negative effects on this objective as renewable schemes may produce light and noise which could disturb species, or may impact directly on species. Policies *SP18: High Quality Design* and *SP19: Heritage* are anticipated to have negligible effects.

5.83 The majority of policies are expected to have negligible effects on IIA objectives **12: Waste** and **13: Natural Resources**. However, policies *SP13: Climate Change and Sustainable Development* and *SP17: Renewable Energy* are identified as having significant positive, and minor positive effects on waste, respectively. Policy *SP13* requires new development to make adequate provision for waste collection and recycling, and where possible use recycled and reclaimed materials during construction. Policy *SP17* outlines that landfill gas released from Whinney Hill Landfill Site can produce energy through combustion. Therefore, it is considered both these policies positively contribute towards ensuring the efficient management and use of waste.

5.84 Likewise, half the policies in Chapter 7 are expected to have positive effects on IIA objective **13: Natural Resources**. Policies *SP13: Climate Change and Sustainable Development* and *SP17: Renewable Energy* are identified as having significant positive effects as they promote development which minimises energy consumption and uses recycled and reclaimed materials, and which uses natural resources to

generate renewable energy. Policies *SP14: Green Infrastructure* and *SP16: Natural Environment Enhancement* seeks to reduce energy consumption and travel through the provision of green infrastructure, and strives to protect and maximise existing natural resources. Therefore, it is considered that all these policies promote the efficient use of natural resources. The remaining policies in the chapter are expected to have negligible effects on this objective.

5.85 Most policies are likely to have minor or significant positive effects on IIA objectives **7: Equality of Access**, **9: Housing** and **10: Town Centres**. Policies *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure*, *SP16: Natural Environment Enhancement*, *SP17: Renewable Energy*, *SP18: High Quality Design* and *SP21: The Leeds and Liverpool Canal* are all anticipated to have positive effects with relation to equality of access as they each promote accessibility. Policies *SP13* and *SP18* requires development to be located near to sustainable modes of transport, and to promote inclusivity and accessibility to allow easy access to local facilities and services. Likewise, policies *SP14* and *SP16* are both expected to have significant positive effects as they promote access to the countryside and green infrastructure. Policy *SP21: The Leeds and Liverpool Canal* recognises the valuable link that the canal makes between the urban and rural environment, and highlights how it encourages engagement with the industrial and cultural past of the waterway. The remaining policies in the chapter are not expected to have an effect on quality of access. Policy *SP17: Renewable Energy* requires developers of large-scale renewable energy developments to make provision for direct community benefits over the period of the scheme to help compensate the community for the long-term impact of the development. The supporting text states that developments should provide financial support for local community projects which may include new community facilities, recreational facilities, etc. An uncertain minor positive effect is therefore identified.

5.86 Whilst policy *SP17: Renewable Energy* is expected to have a negligible effect on IIA objective **10: Town Centres**, policies *SP13: Climate Change*, *SP14: Green Infrastructure*, *SP15: Landscape Character*, *SP16: Natural Environment Enhancement*, *SP18: High Quality Design* and *SP21: The Leeds and Liverpool Canal* are all expected to have minor positive effects. This is because they promote the improvement and enhancement of the environment and aesthetic qualities and character of Town Centres, which would enhance the vitality and viability of these areas. Policies *SP19: Heritage* and *SP20: Environmental Amenity and Air Quality* are anticipated to have mixed minor effects on the vitality and viability of town and retail centres. Policy *SP19: Heritage* requires could, in some locations, restrict the Borough's ability to support the vitality of town centres through

development. However, the policy also seeks to maintain and protect the attractiveness and distinctiveness of the Borough's historic environment, which could encourage a greater number of visitors and promote investment. Policy *SP20: Environmental Amenity* requires development to include traffic calming measures which would result in a safer, more pedestrian friendly town centre with reduced traffic. However the requirement may encourage developers to use sites further from the town centre and thus may reduce the potential footfall within the town centre. This could have adverse effects on the vitality and viability of the area.

5.87 The majority of policies, including *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure*, *SP15: Landscape Character*, *SP16: Natural Environment Enhancement*, *SP18: High Quality Design* and *SP20: Environmental Amenity and Air Quality* will have positive effects on IIA objective **9: Housing** as they require that development is built sustainably and in sustainable locations, which is appropriate to the surrounding environment and landscape character, and helps to create a visually attractive, pleasant and safe environment. Policy *SP19: Heritage* will have a minor negative effect regarding housing as it may restrict the Borough's ability to provide sufficient housing. The remaining policies, *SP17: Renewable Energy* and *SP21: The Leeds and Liverpool Canal* are all anticipated to have negligible effects on this objective.

5.88 Positive effects are anticipated for the majority of policies with relation to IIA objective **8: Sustainable Transport**, however three policies (*SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure* and *SP20: Environmental Amenity and Air Quality*) are expected to have significant positive effects as they promote development with good sustainable transport links including access to public transport and green infrastructure such as footpaths and cycle paths. This therefore is likely to encourage people to make journeys by more sustainable transport modes over the use of private car. Subsequently, it is likely that traffic, congestion, accidents and pollution would all reduce. Likewise, policies *SP16: Natural Environment Enhancement*, *SP18: High Quality Design* and *SP21: The Leeds and Liverpool Canal* would likely have minor positive effects as they indirectly promote the use of public transport, greenspace for physical activity and the use of the canal for leisure and active travel. The remaining policies in the chapter are anticipated to have negligible effects.

5.89 Likewise, mainly positive effects are identified for most policies within this chapter in relation to IIA objective **14: Climate Change** as many policies including *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure* and *SP20: Environmental Amenity and Air Quality* encourage the use of sustainable transport modes such as public transport, walking and cycling which would

reduce journeys made by car and thus result in a reduction in the release of greenhouse gasses. In addition, policy *SP13: Climate Change and Sustainable Development* seeks that development is located so as to not be at risk of flooding and is designed to minimise the use of energy. Policy *SP16: Natural Environment Enhancement* recognises that an increase in the area of woodland and greenspace may reduce flood risk, encourage carbon sequestration and make the environment more resilient to climate change, and the encouragement of renewable energy generation, as outlined in policy *SP17: Renewable Energy* will have positive impacts on climate change by reducing the use of non-renewable energy. Policy *SP18: High Quality Design* requires development to be accessible may contribute towards decreasing traffic and its associated effects such as accidents, pollution and congestion, and thus is expected to have a minor positive effect. Policies *SP15*, *SP19* and *SP21* are not expected to have a noticeable impact on this objective.

5.90 With relation to IIA objective **19: Pollution**, most policies are expected to have positive effects, however one policy, *SP17: Renewable Energy*, may have minor negative effects as it may result in temporary air pollution originating from construction vehicles, and noise and light pollution during both the construction and operational phases of the schemes. The positively scoring policies encourage a reduction in noise, light and air pollution by promoting green infrastructure and natural resources which offer sustainable transport methods and carbon sequestration and a reduction in light pollution via shading. Likewise, policy *SP15: Landscape Character* requires development to conserve and enhance the landscape character, and discourages development which would result in noise and light pollution. Policy *SP19: Heritage* is not expected to influence this IIA objective.

5.91 Mainly negligible effects are anticipated for policies within this chapter in relation to IIA objectives **1: Employment**, **3: Education**, **5: Crime** and **6: Poverty**. Policies *SP14: Green Infrastructure* and *SP17: Renewable Energy* are expected to have minor positive effects on employment as the enhancement of green infrastructure may improve accessibility to employment opportunities and the construction and operation of renewable energy within the Hyndburn area could create employment opportunities through continued management and maintenance.

5.92 With relation to IIA objective **3: Education**, all policies with the exception of *SP16: Natural Environment Enhancement* and *SP19: Heritage* are expected to have negligible effects. Policy *SP16* highlights that Local Nature Reserves in the Borough provide a valuable resource for schools in the area and thus may provide schoolchildren with a more rounded approach to their education by expanding lessons beyond the classroom. With respect to heritage, Policy *SP19* includes encouragement for development

proposals to help promote a better understanding and enjoyment of the Borough's heritage assets.

5.93 Likewise, only policies *SP14: Green Infrastructure*, *SP18: High Quality Design* and *SP21: The Leeds and Liverpool Canal* are anticipated to have direct effects on IIA objective **5: Crime**. Minor positive effects are expected as the design and incorporation of landscaping in development, and the expansion of the green infrastructure network including open spaces and the Leeds and Liverpool Canal will encourage the use of these areas and thus reduce fear of crime, crime and anti-social behaviour through natural surveillance. The remaining policies in the chapter are expected to have negligible effects on this objective.

5.94 Whilst negligible effects are expected from most policies with relation to IIA objective **6: Poverty**, policies *SP13: Climate Change*, *SP17: Renewable Energy* and *SP18: High Quality Design* may potentially have minor positive effects on poverty. The provision of renewable energy may address fuel poverty in the Borough. They may also provide financial support to local communities near commercial-scale renewable energy schemes, potentially contributing towards the provision of local facilities and closing the gap between the most deprived areas and the rest of the borough. Likewise, policy *SP18* seeks development which is inclusive and accessible. This would likely facilitate closing the gap between the most and least deprived areas of the Borough and reducing poverty and inequality. Policy *SP13: Climate Change* requires new development to be directed away from areas at risk of flooding which will reduce the likelihood of people being affected by flood events. The policy also supports new development to be directed to sustainable locations that are accessible to goods and services which can be accessed by sustainable and active modes of transport. This will enable people (particularly those without cars) to easily access services and facilities.

5.95 The majority of policies, including *SP13: Climate Change and Sustainable Development*, *SP14: Green Infrastructure*, *SP15: Landscape Character*, *SP17: Renewable Energy*, *SP18: High Quality Design*, *SP19: Heritage* and *SP21: The Leeds and Liverpool Canal* are expected to have minor positive effects on IIA objective **2: Economy** as they all will help encourage continued future investment by improving the quality of the natural and built environment through regeneration. It is highlighted that large scale renewable energy schemes may attract additional investment in the area for the duration of the construction and operational phases. The remaining policies are identified as having negligible effects on this IIA objective.

5.96 Whilst policies *SP15: Landscape Character*, *SP18: High Quality Design* and *SP19: Heritage* are anticipated to have negligible effects on IIA objective **18: Water**, most policies including *SP13*, *SP14*, *SP16* and *SP20* promote either the protection and enhancement of watercourses, use of SUDS, and efficient use of water for example in new development conserving and reusing water. However, two policies, *SP17: Renewable Energy* and *SP21: The Leeds and Liverpool Canal* are identified as having uncertain effects. The construction and operation of renewable energy outlined in Policy *SP17* may result in negative effects on the water environment within Hyndburn. However, this could be controlled through mitigation measures and good construction practices. Regarding *SP21*, the regeneration of the land along the canal may result in increased areas of impermeable surfaces which might increase runoff carrying pollutants into the canal.

Chapter 8 – Accessibility and Transport

5.97 Table 5.8 summarises the IIA scores for the three policies in Chapter 8: Accessibility and Transport.

Table 5.8: Summary of IIA scores for Chapter 8 – Accessibility and transport

IIA objective	SP22: Connectivity and improvements to transport networks	SP23: Sustainable and safe transport	SP24: Cycle and footpath networks
1: Employment	++	+	+
2: Economy	++	0	0
3: Education	0	0	0
4: Health	+/-	++	++
5: Crime	0	+	0
6: Poverty	+	+	+
7: Equality of access	+	+	+

Chapter 5

Integrated Impact Assessment Findings of the Local Plan Policies

Integrated Impact Assessment of Hyndburn 2037: The Local Plan
November 2023

IIA objective	SP22: Connectivity and improvements to transport networks	SP23: Sustainable and safe transport	SP24: Cycle and footpath networks
8: Sustainable transport	++/--	++/-	++
9: Housing	0	0	0
10: Town centres	+	+	+
11: Historic environment	0	0	0
12: Waste	0	0	0
13: Natural resources	++/--	++/-	+
14: Climate change	++/--	++/-	+
15: Flood risk	0	0	0
16: Biodiversity & geodiversity	-	0	+
17: Landscape	-	0	0
18: Water	0	0	0
19: Pollution	--	+/-	+/-
20: Soil	0	0	0

5.98 Chapter 8 sets out policies to help achieve improved accessibility and transport across the Borough.

5.99 Policies *SP23: Sustainable and safe transport* and *SP24: Cycle and footpath networks* are expected to have significant positive effects, while policy *SP22: Connectivity and improvements to transport networks* is expected to have a minor positive effect (as part of a mixed effect) in relation to IIA objective **4: Health** as these policies require new developments to be located in sustainable locations with access to a variety of modes of sustainable transport; and the safeguarding, extension and, where possible, incorporation of active travel networks into new developments. This will encourage people to make journeys via sustainable means such as walking or cycling, thus promoting healthier and more active lifestyles which contribute towards improving physical and mental health and wellbeing. However, a minor negative effect (as part of a mixed effect) is anticipated for policy *SP22: Connectivity and improvements to transport networks* as this policy seeks to improve and enhance the rail and road network in the Borough. While rail enhancements would likely support the modal shift away from car use, road enhancements may encourage people to make journeys via car instead of on foot or by cycling.

5.100 Both positive and negative effects are identified for the three policies in relation to IIA objectives **8: Sustainable transport**, **13: Natural resources** and **14: Climate change**. Mixed effects (significant positive / significant negative) are anticipated for all three IIA objectives for *SP22: Connectivity and improvements to transport networks* as it seeks to improve the road network which may encourage people to travel by private car and thus increase traffic, consumption of fossil fuels, and hence contribute towards climate change. However, the policy also supports the improvement of the rail network (including shorter journey times to significant destinations and more stopping trains at Huncoat as development of the Garden Village takes place) which would reduce road traffic and GHG emissions. The supporting text also highlights that the majority of new development will be located within the existing urban areas and will be expected to connect and improve existing cycle, pedestrian and public transport routes which may reduce the number of journeys undertaken by car thereby contributing towards reducing GHG emissions.

5.101 Similarly, policy *SP23: Sustainable and safe transport* requires new development to be located in sustainable locations which are accessible by sustainable transport such as public transport, cycling and walking. Traffic accidents are also likely to be reduced as the policy encourages the enforcement of 20mph zones for residential developments. However, the policy does require developments to incorporate off-street parking which may encourage people to use private cars for travelling, adversely affecting road traffic, congestion,

pollution and accidents. Therefore, this policy is expected to have mixed effects (significant positive / minor negative) in relation to IIA objectives **8: Sustainable Transport**, **13: Natural Resources** and **14: Climate Change**.

5.102 Policy *SP24: Cycle and footpath networks* seeks to safeguard and extend cycle paths and footpaths throughout the Borough which is anticipated to have a significant positive effect in relation to IIA objective **8: Sustainable Transport** and minor positive effects for IIA objectives **13: Natural Resources** and **14: Climate Change** as it is likely to result in improved opportunities for people to make journeys by walking or cycling instead of using private cars, which currently account for 70% of journeys taken in the Borough. Therefore, it is likely that traffic, congestion, transport related GHG emissions and fossil fuel consumption will reduce as the number of car journeys decrease.

5.103 Minor positive effects are anticipated for all three policies in relation to IIA objective **7: Equality of access** as they seek to improve the connectivity of the road, rail, footpath and cycle networks which would improve access to local services and facilities, and thus encourage the residents of Hyndburn to engage in more cultural, educational, leisure and recreational activities.

5.104 Significant positive effects are identified for IIA objectives **1: Employment** and **2: Economy** for policy *SP22: Connectivity and improvements to transport networks* as it seeks to improve the rail and road network, including along the M65 which supports nearly 80% of jobs within the two towns and employment sites along its route. Therefore, the expansion of the transport network may result in further investment, and thus employment opportunities. Minor positive effects are identified for policies *SP23: Sustainable and safe transport* and *SP24: Cycle and footpath networks* for IIA objectives **1: Employment** and **6: Poverty** as they require developments to be located within proximity to sustainable transport modes, which may enable more people to access employment opportunities, facilities and services, therefore promoting equality and social inclusion, and helping to reduce poverty across the Borough.

5.105 Minor positive effects are anticipated for all policies in relation to IIA objective **10: Town centres** as the improvements to the transport network, including sustainable transport, may increase footfall within town and retail centres due to improved accessibility which could result in the enhancement of the vitality and viability of these areas.

5.106 Policy *SP22: Connectivity and improvements to transport networks* is likely to have minor negative effects in relation to IIA objectives **16: Biodiversity and geodiversity** and **17: Landscape** due to the loss of open space which contributes towards the ecological network and landscape character of the local area from the improvement and

enhancement of the transport network. Policy *SP24: Cycle and footpath networks* is expected to have a minor positive effect on biodiversity and geodiversity as the footpaths and cycle paths this policy promotes may act as green corridors and wildlife corridors, helping to create a better interconnected ecological network.

5.107 Negative effects are expected for all policies (as part of mixed effects for policies *SP23: Sustainable and safe transport* and *SP24: Cycle and footpath networks*) in relation to IIA objective **19: Pollution**. A significant negative effect is expected for policy *SP22: Connectivity and improvements to transport networks* as the improvements to the road and rail network in Hyndburn, would likely result in more journeys being made by private car and train, which may increase noise and light pollution from traffic and passing trains, and increased air pollution from exhaust emissions. Although policies *SP23: Sustainable and safe transport* and *SP24: Cycle and footpath networks* promote sustainable transport which may reduce noise, light and air pollution associated with traffic, off-street parking may encourage car use that would increase levels of noise and air pollution, and cycle/foot paths with lighting may increase light pollution especially in less built-up areas.

5.108 Negligible effects are identified for all three policies in relation to IIA objectives **3: Education, 9: Housing, 11: Historic Environment, 12: Waste, 15: Flooding, 18: Water** and **20: Soil** and for the remaining IIA objectives.

Chapter 9 – Rural Areas

5.109 Table 5.9 summarises the IIA scores for the one policy in Chapter 9: Rural Areas.

Table 5.9: Summary of IIA scores for Chapter 9 – Rural Areas

IIA objective	SP25: Development in rural areas
1: Employment	0
2: Economy	+
3: Education	0
4: Health	+
5: Crime	0
6: Poverty	0
7: Equality of access	+
8: Sustainable transport	0
9: Housing	0
10: Town centres	0
11: Historic environment	++
12: Waste	0
13: Natural resources	0
14: Climate change	0
15: Flood risk	0
16: Biodiversity & geodiversity	0
17: Landscape	++
18: Water	0
19: Pollution	0
20: Soil	+/-

5.110 Chapter 9 sets out policies and guidance for the development in the rural areas of Hyndburn. The policy seeks to protect the rural character of Hyndburn including the Green Belt and Countryside Areas (local designation) and applies a general presumption against development in rural areas unless it can be demonstrated that it will protect and retain rural and landscape character. Therefore, policy *SP25: Development in rural areas* is expected to have significant

positive effects on IIA objectives **11: Historic environment** and **17: Landscape**.

5.111 Policy *SP25: Development in rural areas* supports developments for agriculture or forestry purposes, and developments that support farm diversification and/or promote leisure and recreational facilities where rural and landscape character are protected and retained. This policy therefore supports investment in rural areas in Hyndburn, where

appropriate, resulting in a minor positive effect for IIA objective **2: Economy**.

5.112 The policy supports developments for leisure and recreational facilities where the rural and landscape character of the Borough is protected and retained. Therefore, it is considered that this policy may contribute towards improving the health and well-being of the residents of Hyndburn by encouraging the use of these facilities for leisure and recreation. Furthermore, the provision of such facilities may improve accessibility and encourage engagement in activities. Consequently, this policy is expected to have minor positive effects on IIA objectives **4: Health** and **7: Equality of Access**.

5.113 Policy *SP25: Development in rural areas* will apply a general presumption against proposals for new development in rural areas which protects soil quality and resources. However, it also supports developments for agricultural/forestry purposes, farm diversification, leisure or recreational activities which may result in the development of greenfield sites and a reduction in soil quality and resources. A mixed effect (minor positive and minor negative) is identified for IIA objective **20: Soil**.

5.114 The policy is expected to have negligible effects on the remaining IIA objectives including **1: Employment, 3: Education, 5: Crime, 6: Poverty, 8: Sustainable transport, 9: Housing, 10: Town centres, 12: Waste, 13: Natural resources, 14: Climate change, 15: Flooding, 16: Biodiversity and geodiversity, 18: Water** and **19: Pollution**.

Chapter 10 – The Local Plan Areas

5.115 Table 5.10 summarises the IIA scores for the six policies in Chapter 10: The Local Plan Areas.

Table 5.10: Summary of IIA scores for Chapter 10 – The Local Plan Areas

IIA Objective	SP26: Accrington (Central), Baxenden and Church	SP27: Clayton-le-Moors and Altham	SP28: Great Harwood	SP29: Huncoat	SP29: Oswaldtwistle and Knuzden	SP31: Rishton and Whitebirk
1. Employment	++	++	++	++	+	++
2. Economy	++	++	++	++	+	++
3. Education	+	+/-	+/-	+?	+/-	+
4. Health	++/-	+	++/-	++	+/-	++
5. Crime	+	0	0	+	0	0
6. Poverty	+	+	+	+	+	+
7. Equality of Access	++	+	++	++	++	+
8. Sustainable Transport	++/-	--/+	--/+	++/--	+/-	++/- -
9. Housing	++	++	++	++	++	++
10: Town Centres	++	+	++	++	++	++
11. Historic Environment	++/-	+/-	+/-	++/-	+/-	+/-
12: Waste	+/-	+/-	+/-	+/-	+/-	+/-
13: Natural Resources	++/-	--/+	++/-	++/-	--/+	--/+
14: Climate Change	++/-	--/+	--/+	++/--	+/-	++/- -
15: Flooding	-	-	-	+/-	--	-
16: Biodiversity & Geodiversity	-?	-	-	+/-	-	+/-
17: Landscape	+/-	+/-	++/-	+/-	+/-	--/+
18: Water	-	--?	-	+/-	-	--
19: Pollution	+/-	--/+	--/+	++/--	+/-	++/- -
20: Soil	++/-	--/+	++	++/-	--/+	--/+

5.116 Chapter 10 sets out specific area-based policies for each of the six Local Plan Areas within the Borough of Hyndburn, which outline the area's proposed growth over the plan period and the future proposed development strategy and priorities.

5.117 Overall, the policies in this chapter are expected to have primarily positive or mixed (positive and negative) effects on most of the IIA objectives. It is expected that the most overtly positive effects would result in relation to IIA objectives **1: Employment, 2: Economy, 7: Equality of Access, 9: Housing** and **10: Town Centres**.

5.118 Minor and significant positive effects have been identified for all policies in this chapter with relation to IIA objectives **1: Employment, 2: Economy, 7: Equality of Access, 9: Housing** and **10: Town Centres**. All the policies in this chapter are expected to have significant positive effects with relation to housing as they make provision for between 110 and 1334 homes in each Local Plan Area, in addition to supporting regeneration and grant schemes for some areas such as Accrington (Central), Baxenden and Church.

5.119 Likewise, with the exception of policy *SP27: Clayton-le-Moors and Altham*, all policies in this chapter are expected to have significant positive effects with relation to IIA objective **10: Town Centres**. Significant positive effects are anticipated as the policies support the enhancement of town and neighbourhood centres, the expansion and enhancement of Oswaldtwistles Mills out-of-town retail centre, and the growth of The Peel retail centre without detracting from the main centres of Accrington and Blackburn. Furthermore, the development of Huncoat Garden Village will be centred on, and help support, its local centre. Minor positive effects are identified for policy *SP27: Clayton-le-Moors and Altham* as the development of homes and strategic employment hubs may increase footfall within the local centre, therefore supporting its growth and enhancement.

5.120 All policies in this chapter are expected to have positive effects on IIA objective **2: Economy**, however policies *SP26: Accrington (Central), Baxenden and Church, SP27: Clayton-le-Moors and Altham, SP28: Great Harwood, SP29: Huncoat and SP31: Rishton and Whitebirk* are expected to have significant positive effects. Significant positive effects are anticipated as the policies promote Accrington Town Centre as a strategic retail and service hub for the Borough, supports the expansion of strategic employment hubs such as the Junction 7 and Altham Business Parks and Moorfield Industrial Estate, supports the regeneration of existing employment areas in Accrington and the Church Oswaldtwistle Gateway area, and supports the creation and improvement of local centres at Huncoat and Rishton and Great Harwood town centre. Therefore, these policies are likely to encourage further investment across the borough

which will help the economy grow sustainably. Policy *SP30: Oswaldtwistle and Knuzden* would have minor positive effects as it supports the enhancement of Oswaldtwistle Town Centre (including Oswaldtwistle Mills). This may encourage further investment in the borough which could contribute towards the growth of a sustainable economy.

5.121 All the policies in this chapter are anticipated to have positive effects on IIA objective **1: Employment**. However policies *SP26: Accrington (Central), Baxenden and Church, SP27: Clayton-le-Moors and Altham, SP28: Great Harwood, SP29: Huncoat* and *SP31: Rishton and Whitebirk* would likely have significant positive effects as they support the provision of a strategic retail and service hub at Accrington Town Centre, and growth of Great Harwood town centre and neighbourhood centres at Baxenden and Church. In addition, the policies support the delivery of a new local centre at Huncoat, and expansion of existing employment areas at Whitebirk, Moorfield Industrial Estate, Altham Business Park and Junction 7 Business Park. Therefore, these policies will provide increased employment opportunities in these areas. *SP30: Oswaldtwistle and Knuzden* is expected to have minor positive effects as it supports the function of the town centre and growth of Oswaldtwistle Mills, which may generate employment opportunities within the area.

5.122 All policies in this chapter are expected to have minor positive effects with relation to IIA objective **6: Poverty**, as they support the delivery of affordable housing and improved housing stock, and some policies include employment allocations within their areas. These allocations could provide employment opportunities and help close the gap between the most deprived areas in the borough and the rest of the borough.

5.123 Policies *SP26: Accrington (Central), Baxenden and Church* and *SP29: Huncoat* are expected to have minor positive effects with relation to IIA objective **5: Crime**. Policy *SP26* support the use of regeneration and grant schemes to improve the quality of housing stock in the area, which would help address crime and antisocial behaviour. Similarly, policy *SP29* seeks to create a safe and attractive place to live, with a safe streetscape which may help prevent and reduce crime through increased natural surveillance. The remaining policies in the chapter are expected to have negligible effects.

5.124 All policies in this chapter are expected to have positive effects on IIA objective **7: Equality of Access**. However policies *SP26: Accrington (Central), Baxenden and Church, SP28: Great Harwood, SP29: Huncoat* and *SP30: Oswaldtwistle and Knuzden* are expected to have significant positive effects. Significant positive effects are anticipated as the policies support increased accessibility to local services and provision of more amenities in town and neighbourhood centres for the local population. Policy *SP29: Huncoat* also

supports improved accessibility to leisure and recreational resources and activities. Minor positive effects are expected from policies *SP27: Clayton-le-Moors and Altham* and *SP31: Rishton and Whitebirk*, as these policies support the continued function of local centres and the services they provide, and policy *SP31* also seeks to maximise the use of the Leeds and Liverpool Canal as a historic and leisure asset.

5.125 All policies in this chapter are expected to have mixed (minor positive and minor negative) effects in relation to IIA objective **12: Waste**, as the scale of development proposed will involve an increase in waste generation. However, adequate provisions for waste collection and recycling and encouraging the use of locally sourced, reclaimed, recycled or low environmental impact products are promoted through *Policy SP13: Climate Change and Sustainable Development*.

5.126 All policies in this chapter are expected to have positive effects on IIA objective **3: Education**, however policies *SP27: Clayton-le-Moors and Altham*, *SP28: Great Harwood*, and *SP30: Oswaldtwistle and Knuzden* are also expected to have minor negative effects. Positive effects are expected as the policies will help ensure access to educational facilities, require new or expanded schools, or require financial contributions towards education provision in the Borough. Minor negative effects arise where policies promote development in areas which have reduced accessibility to secondary schools, including Clayton-le-Moors, Altham, Great Harwood, Oswaldtwistle and Knuzden.

5.127 Mainly positive effects are identified for most policies with relation to IIA objectives **4: Health** as they seek to maintain and enhance local centres which provide residents with basic services and facilities such as GPs and access to open/recreational space and routes. Therefore, access to such services and facilities are likely to contribute towards the improvement of health. Furthermore, improvements to the housing stock in Accrington could help improve health and well-being. In addition, some policies such as *SP27* and *SP31* seek to provide or improve assets which would provide recreational and leisure opportunities such as access along the Leeds and Liverpool canal and generally improved access to the countryside. These positive effects are mixed with minor negative effects for policies *SP26*, *SP27*, and *SP30* due to the presence of high-pressure gas infrastructure and hazardous installations near site allocations. This could expose residents/employees of the site to a health hazard.

5.128 All policies are expected to have mixed effects with relation to IIA objectives **8: Sustainable Transport**, **14: Climate Change** and **19: Pollution**. Policies *SP26: Accrington (Central)*, *Baxenden and Church*, *SP29: Huncoat*, and *SP31: Rishton and Whitebirk* are expected to have significant positive effects as they support town, neighbourhood and local centres which may reduce the need

for residents to travel, and promote active and sustainable modes of travel, including along the Leeds and Liverpool Canal. This would help reduce transport-related greenhouse gas emissions, and reduce air pollution associated with transport. In the case of policies *SP29* and *SP31*, positive effects are mixed with significant negative effects as the scale of development (housing and employment) is likely to result in increased traffic congestion and transport-related emissions and pollution on existing roads. Furthermore, large-scale development may also increase light and noise pollution in the area. *Policy SP31* also supports upgrading of the road network which may encourage more car journeys and associated greenhouse gas emissions. Likewise, new development in Accrington (*policy SP26*) may increase car usage, having minor negative effects on sustainable travel and climate change. Mixed (minor positive and minor negative) effects are identified for policy *SP30: Oswaldtwistle and Knuzden* as development may increase vehicle use, however, sustainable and active travel infrastructure is also expected to be provided in the development which may help reduce transport-related emissions and pollution. Policies *SP27: Clayton-le-Moors and Altham* and *SP28: Great Harwood* are expected to have mixed (significant negative and minor positive) effects as increased housing and employment development will increase use of private vehicles, however, the policies support the delivery of sustainable and active travel infrastructure which will reduce reliance on private vehicle use and subsequently greenhouse gas emissions and air and noise pollution. Furthermore, development of housing in these locations will lead to increased greenhouse gas emissions associated with construction and domestic activities.

5.129 All policies within this chapter are expected to have mixed effects in relation to IIA objective **11: Historic Environment**. All policies will have minor negative effects as the scale of development proposed may adversely affect the setting of heritage assets, particularly if development is located in historic market towns, conservation areas or near listed buildings. However, policies *SP26: Accrington (Central)*, *Baxenden and Church* and *SP29: Huncoat* are expected to also have significant positive effects as they support the improved quality and use of housing and employment stock, redevelopment of brownfield land, and regeneration along the Leeds Liverpool Canal. Minor positive effects are identified for the remaining policies as they support the development of brownfield and/or contaminated land, enhancement of the areas industrial heritage and they provide mitigation measures with relation to specific heritage assets.

5.130 Mixed effects are anticipated for most policies within this chapter with relation to IIA objectives **13: Natural Resources** and **20: Soil**. Negative effects are expected as the construction of all the housing to be provided in each Local

Plan Area will result in the increased use of natural resources, and some areas will include the development of greenfield sites and sites within mineral safeguarding areas. Development of greenfield sites may result in the deterioration of soil quality. Large scale development of greenfield sites is identified in policies SP27, SP30 and SP31, and therefore these are expected to have significant negative effects in relation to natural resources and soil. The negative effects identified for other policies will be minor. Positive effects are expected for all policies in this chapter as they promote the development of brownfield land, and regeneration of existing housing and employment stock which is an efficient use of natural and soil resources. These positive effects are significant for policies *SP26 and SP29* due to the scale of development on brownfield land and promotion of local products and materials, and use of renewable energy in Huncoat. Significant positive effects are expected for *SP28* in relation to soil as this policy promotes brownfield development and delivery of houses within the existing urban boundary of Great Harwood.

5.131 All of the policies in this chapter are anticipated to have negative effects with regards to IIA objectives **15: Flooding** and **18: Water**. Mainly minor negative effects are expected with relation to flooding as the policies support development of greenfield land which may introduce permeable surfaces and increase flood risk, and some proposed sites within the local plan areas are located within areas identified at risk of flooding. Significant negative effects are identified for SP30 as several sites in Oswaldtwistle are located within Flood Zone 3. Minor positive effects are also noted for policy SP29 due to the requirement to mitigate flood risk using SuDS and landscaping. Similarly, due to proximity to watercourses and waterbodies, and scale of development at sites within each local plan area, negative effects are expected with relation to water quality. These effects are significant where sites are located adjacent to the Leeds and Liverpool Canal. Minor positive effects are also noted for policy SP29 due to the requirement to improve blue infrastructure and separate foul and surface water drainage.

5.132 All policies within this chapter are anticipated to have minor negative effects on IIA objective **16: Biodiversity and**

Geodiversity, as the Local Plan Areas include habitats listed on the Priority Habitat Inventory, parts of the grassland and woodland ecological network, and local wildlife sites. Development and increased recreational pressure may have adverse effects on these sites and habitats, and thus negatively affect biodiversity in the area. However, two policies, *SP29: Huncoat* and *SP31: Rishton and Whitebirk* are anticipated to have mixed (minor positive and minor negative effects) as they promote the delivery of multifunctional green and blue infrastructure and improvement to the Leeds and Liverpool Canal, which may provide biodiversity benefits by improving connectivity and movement within the ecological network. Furthermore, policy *SP29* requires the delivery of biodiversity net gains and retention of woodland and trees on site.

5.133 Similarly, most policies will have mixed effects with relation to IIA objective **17: Landscape**. Negative effects will arise as some of the housing development proposed will be on Green Belt land, greenfield land or open spaces which may result in a reduction in the landscape quality and character. Furthermore, the Stage 1 and Stage 2 Landscape Assessment Reports have identified potential adverse effects on landscape and visual receptors as a result of development, including cumulative effects. However, the effects of all policies are mixed with positive effects as the policies support the development of brownfield/contaminated land which will positively contribute to the landscape quality of the Borough by enhancing previously damaged or despoiled land. In addition, policies acknowledge the importance of maintaining the Green Belt in preventing the coalescence of settlements and urban sprawl, and they seek the delivery of improvements to green infrastructure and open space, high quality public realm and streetscapes, and retention of character and landscape features such as trees and hedgerows.

Chapter 11 – Site-Specific Policies: Employment Allocations

5.134 **Table 5.11** summarises the IIA scores for the four site-specific policies in Chapter 11: Site-specific policies: Employment allocations.

Table 5.11: Summary of IIA scores for Chapter 11 – Site-specific policies: Employment allocations

IIA Objective	Site EMP3 / Policy EP1: Land to S. of Altham Business Park	Site EMP4 / Policy EP2: Land between Blackburn Rd and M65 slipway	Site EMP5 / Policy EP3: Land between Blackburn rd, Sidebeet Lane, Leeds & Liverpool Canal and railway	Site EMP6 / Policy EP4: Land north of railway line between Sidebeet Land and Leeds & Liverpool Canal
1: Employment	++	++	++	++
2: Economy	++	++	++	++
3: Education	0	0	0	0
4: Health	++	-	++	++
5: Crime	0	0	0	0
6: Poverty	+	+/-	+	+
7: Equality of Access	++	+/-	++	++
8: Sustainable Transport	++/--	--/+	++/--	++/--
9: Housing	0	0	0	0
10: Town Centres	-	+	+	+
11: Historic Environment	+/-	+/-	+/-	+/-
12: Waste	+/-	+/-	+/-	+/-
13: Natural Resources	--	-	--	--
14: Climate Change	++/--	++/--	++/--	++/--
15: Flooding	-	-	-	-
16: Biodiversity & Geodiversity	-	+/-	+/-	+/-
17: Landscape	--	-	-	-
18: Water	--/+	-	--/+	--/+
19: Pollution	++/--	--/+	++/--	++/--
20: Soil	--	-	--	--

5.135 Chapter 11 of the Local Plan sets out the site-specific policies for employment allocations.

5.136 Overall, the policies in this chapter are expected to have broadly mixed effects across the IIA objectives. A number of negligible effects are identified in relation to IIA **objectives 3: Education, 5: Crime and 9: Housing**. It is expected that the most overtly positive effects would result in relation to IIA objectives **1: Employment, 2: Economy, 4: Health, 6: Poverty, 7: Equality of Access and 10: Town Centres**.

5.137 All of the policies would likely have significant positive effects with relation to IIA **objective 1: Employment** as the sites are proposed to be developed for employment uses (B2 and B8) which will directly support this IIA objective to enhance the provision of local, accessible employment opportunities.

5.138 All of the policies would likely have significant positive effects with relation to IIA objective **2: Economy** as the development of the sites as employment land will have a direct positive effect on this IIA objective as it will support the provision of new business opportunities which is likely to improve the resilience of the economy and diversity of businesses in the Borough. Furthermore, new employment development will result in improved opportunities for work-based training and skills development. The sites relating to policies EP2, EP3, and EP4 are all also being developed as part of a wider growth area.

5.139 Policies EP1, EP3 and EP4 are all expected to have significant positive effects in relation to IIA **objective 4: Health** as each outlines policy requirements relating to active travel that may encourage employees to make more journeys on foot or by bicycle and to be active at open space locations, thus promoting physical activity and healthy lifestyles and

improve accessibility for all, especially those who do not own cars, are young, elderly or disabled. In addition, policy EP4 supports the development of the site for employment uses which can be accessed by sustainable transport links which will enable people to access employment opportunities, thus promoting equality, social inclusion and potentially reducing poverty. Policy EP2 however is assessed as having minor negative effects as the site is within 800m of several areas of open space and recreational routes, however, these are not easily accessible due to the railway line, canal, motorway, and/or the A670. Although the policy requires the use of Travel Plans to promote sustainable transport, the policy does not require the development of new cycleways or footpaths which would encourage employees to make more journeys on foot or by bicycle, thus promoting physical activity and healthy lifestyles.

5.140 Policies EP1, EP3 and EP4 are all expected to have significant positive effects in relation to **IIA objective 6: Poverty** as they all support the development of their sites for employment uses which can be accessed by sustainable transport links which will enable people to access employment opportunities, thus promoting equality, social inclusion and potentially reducing poverty. EP3 and EP4 also both require the incorporation of sustainable active travel measures and development of cycleway and footpath links which will improve accessibility for all, especially those who do not own cars, are young, elderly or disabled. Policy EP2 however is assessed as having a mixed minor positive and minor negative effect, this is because as while the site can be accessed by sustainable transport links which will enable people to access employment opportunities, the policy does not require the development of active travel links which would benefit people particularly those without a car, to access employment opportunities.

5.141 Policies EP1, EP3 and EP4 are all expected to have significant positive effects in relation to **IIA objective 7: Equality of Access** as they all are within 800m of numerous community services and facilities which will ensure that employees (particularly those without a car) will be more easily able to access those facilities. However, for EP3 and EP4, not all of these are easily accessible due to the canal and/or railway line, though these policies require the development of active travel links which would benefit people particularly those without a car, to access services and facilities further afield. Policy EP1 supports the development of cycleways and footpath links from the canal to the site, and from Altham Business Park to the Huncoat Garden Village development which will provide access to recreational assets (i.e. the canal) and other community services and facilities further afield. Policy EP2 however is assessed as having a mixed minor positive and minor negative effect, this is because as while the site is within 800m of numerous community services and facilities, not all of these are easily

accessible due to the railway line, canal, motorway, and/or the A670. Furthermore, the policy does not require the development of active travel links which would benefit people particularly those without a car, to access services and facilities further afield.

5.142 Policies EP2, EP3, and EP4 are all expected to have minor positive effects in relation to **IIA objective 10: Town Centres**. For policies EP3 and EP4, this is because the town centre is not easily accessible due to the canal and/or railway line. For policy EP2, the site is within 1600m of Rishton town centre and its development may enhance the vitality or viability of this area. However, policy EP1 is expected to have a minor negative effect as the site is further than 1600m from a town or retail centre and its development will therefore not enhance the vitality or viability of these areas.

5.143 All of policies are expected to have negligible effects on **IIA objectives 3: Education, 5: Crime and 9: Housing** as they will not have a direct effect on improving the provision of education infrastructure in the Borough; on levels of crime/fear of crime and anti-social behaviour; or the provision of housing.

5.144 It is expected that the most overtly negative effects would result in relation to **IIA objectives 13: Natural Resources, 15: Flooding, 17: Landscape, 18: Water and 20: Soil**. Significant negative effects are expected for policies EP1, EP3 and EP4 in relation to **IIA objective 13: Natural Resources** as the sites are considered 'large' and comprise greenfield land. The development of these sites would represent a less efficient use of natural resources compared to development of a brownfield or contaminated site. Policy EP2 however is assessed as minor negative as it is comprised of greenfield land though classified as 'small'.

5.145 All policies are expected to have minor negative effects in relation to **IIA objective 15: Flooding**. The sites relating to policies EP2, EP3 and EP4 all are 100% in Flood Zone 1, though in accordance with the NPPF, employment land is a 'less vulnerable use' which is suitable in Flood Zones 1, 2 and 3a. The SFRA recommends that planning permission for this site should be subject to developer-led Flood Risk Assessment. The site relating to policy EP1 contains small areas at risk of surface water flooding. The policies all provide mitigation, including requirements for SUDS, however they are all greenfield sites and their development increases the area of impermeable surfaces and could increase overall flood risk.

5.146 All policies are expected to have minor negative effects in relation to **IIA objective 17: Landscape**. For policy EP1, a negative effect is identified as the site is large and comprises greenfield land, which if developed, would reduce the site's positive contribution to the landscape character and local distinctiveness. The policy outlines requirements which help mitigate this to reduce the significance of the landscape and visual impacts including avoiding developing the southern

section of the site; requiring high quality landscaping, large scale buffer planting, and use of appropriate roofing materials and cladding. For policy EP2, the Hyndburn Landscape Assessment Stage 1 Report identifies that development of the site is unlikely to result in adverse effects on the landscape or adverse visual effects. Policy EP2 provides mitigation including requiring high quality landscaping, retention of existing hedgerows and trees and strong blocks of new planting to be incorporated. For policies EP3 and EP4, the Hyndburn Landscape Assessment Stage 1 Report identifies that development of the site is likely to result in adverse effects on the landscape or adverse visual effects, both policies also outline mitigation measures which reduce potential harm on the Borough's landscape. For policies EP2-EP4, the Landscape Assessment concludes that if effective mitigation is put in place, then much of these sites can be developed.

5.147 Policies EP1, EP3 and EP4 are all expected to have mixed significant negative and minor positive effects in relation to IIA objective **18: Water**. The sites relating to policies EP3 and EP4 are both bounded partly by the Leeds and Liverpool Canal, though their policies require the development to incorporate SUDs (sustainable drainage) features throughout the site. The site relating to policy EP1 slopes steadily towards the Leeds and Liverpool Canal, though its policy requires the existing pond to the east of the site to be retained and the creation of new wetland areas in its immediate vicinity which supports the protection and enhancement of waterbodies. However, all three policies do not include protection of the water quality of the canal or measures to maximise the efficient use of water on site. Site *EMP4 / Policy EP2: Land between Blackburn Rd and M65 slipway* however is assessed as having a minor negative effect as the site does not contain or is hydrologically linked to any watercourse or waterbody and is therefore not expected to have an effect on protecting or enhancing water quality. The policy also does not include measures to maximise the efficient use of water on site.

5.148 Policies EP1, EP3 and EP4 are all expected to have significant negative effects in relation to IIA objective **20: Soil** as their sites are considered 'large' and comprise greenfield land which, if developed, would represent a less efficient use of land in comparison to the development of previously developed sites. Policy EP2 is assessed as minor negative as, while it also comprises greenfield land, the site is considered 'small' (i.e. less than 5 hectares in accordance with the site assumptions in **Appendix D**).

5.149 Mixed minor positive and minor negative effects are expected in relation to IIA objective **11: Historic Environment** as all the sites in policies EP1, EP2, EP3 and EP4 are comprised of greenfield land which, if developed may adversely impact the setting and character of heritage assets of which all the sites are nearby, particularly Grade II Listed

Buildings. However, all of the policies outline measures which will mitigate the potential harm caused by development, however there may still be adverse effects from the development of the greenfield site.

5.150 Mixed minor positive and minor negative effects are expected in relation to IIA objective **12: Waste** as all new development will inevitably involve an increase in waste generation, however, policy *SP13: Climate Change and Sustainable Development* requires new development to make adequate provision for waste collection and recycling and encouraging the use of locally sourced, reclaimed, recycled or low environmental impact products in design and construction and provide facilities for effective waste management in the operation of development.

5.151 Policy EP1 is expected to have a minor negative effect in relation to IIA objective **16: Biodiversity & Geodiversity** as the site is adjacent to several habitats listed on the Priority Habitat Inventory, which if developed, could lead to habitat fragmentation, disturbance to species, etc. However, the policy requires the development to incorporate new planting to enhance biodiversity and to retain existing hedgerows and trees which will help to promote habitat connectivity. Overall, although the policy provides mitigation to reduce the significance of the negative effect on biodiversity, the development of a greenfield site of this scale is still likely to adversely affect habitats and species. Policies EP2, EP3 and EP4 are expected to have mixed minor positive and minor negative effects as despite the mitigation measures outlined in each of the policies, there may still be some adverse effects on biodiversity from the development of the greenfield sites.

5.152 Mixed significant positive and significant negative effects are anticipated for the majority of policies in relation to IIA objectives **8: Sustainable Transport, 14: Climate Change and 19: Pollution**. The development of all the employment sites will likely have adverse effects on the road network and increase congestion and transport-related greenhouse gas emissions in the Borough, especially for policies EP1, EP3 and EP4 as they are large scale developments. Network upgrades are included in all the site-specific policies which is likely to encourage people to make journeys via car, and hence contribute towards increases in road traffic, congestion, accidents and pollution, including emissions. In addition, cumulative effects on the transport network, such as noise and air pollution effects and from the emission of transport related GHGs are also likely to be experienced at all sites. This is as the sites proposed in policies EP1, EP2, EP3, and EP4 are either adjacent to the existing Altham Business Park which is the largest single employment location in the Borough; developed as part of a wider area of growth including the allocated land to the north of Blackburn Road and to the north of the railway; or adjacent to existing retail and employment land at Whitebirk. However,

all sites support the use of Travel Plans to promote sustainable development which will help to reduce the need to travel by car and therefore reduce pollution and GHG emissions. They also all require any significant impacts from the development on the transport network or on highway safety to be mitigated to an acceptable standard, which will help to reduce congestion and accidents. All the policies also support the development of renewable energy on site which will also reduce GHG emissions from commercial and industrial sources. The sites proposed in policies EMP3 and EMP4 are in close proximity to the A678, A6119, and Junction 6 and thus are within a 'high noise area', which may result in employees being exposed to noise, light and air pollution. Both policies outline mitigation measures such as the incorporation of new landscaping and the retention of existing

hedgerows and trees which will act as buffers to noise and air pollution. An exception to the other policies, policy EP2 is assessed as having a mixed significant negative and minor positive effect in relation to IIA objective 8: Sustainable Transport, particularly as the policy does not require the development of active travel links as part of the design of the development.

Chapter 12 – Site-Specific Policies: Housing Allocations

5.153 Table 5.12 overleaf summarises the IIA scores for the 13 site-specific policies in Chapter 12: Site-specific policies: Housing allocations.

Table 5.12: Summary of IIA scores for Chapter 12 – Site-specific policies: Housing allocations

IIA Objective	HP1: Land at Charter Street (H2)	HP2: Land at Hopwood Street (H4)	HP3: Woodnook Works, Bath Street (H5)	HP4: Land north of Sandy Lane (H7)	HP5: Ringstonhalgh Farm (H9)	HP6: Clayton Triangle (H10)	HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)	HP8: Land south of Moorfield Avenue, Huncoat (H15)	HP9: Land south of Stanhill Road, Knuzden (H16)	HP10: Land off Brookside Lane / Nook Lane, Oswaldtwistle (H17)	HP11: Land at Rhoden Road (H19)	HP12: Land to the northeast of Cut Lane (H20)	HP13: Land off Fielding Street and Barn Meadow Crescent (H22)
1. Employment	++	++	++	+	+	-	++	+	+	+	+	++	+
2: Economy	0	0	0	0	0	0	++	0	0	0	0	0	0
3: Education	+	+	+	+	+	+	+	+	+	+	+	+	+
4: Health	++/-	++	++	++/-	++	+	++/-	+	++	++/-	++	++	++
5: Crime	+	+	+	+	+	+	+	+	+	+	+	+	+
6. Poverty	+	+	+	+	+	-	+	+	+	+	+	++	+
7: Equality of Access	++	++	++	++	++	+	++	++	++	++	++	++	++
8. Sustainable Transport	++/-	+/-	++/-	+/-	+/-	--	--/+	+/-	--/+	+/-	+/-	++/--	--/+
9. Housing	++	++	++	++	++	++	++	++	++	++	++	++	++
10: Town Centres	0	0	++	0	0	++	++	0	0	++	0	0	0
11. Historic Environment	0	+	+	+	+/-	+/-	+	+/-	+/-	0	0	+/-	+/-
12: Waste	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	--/+	+/-	+/-	--/+	+/-
13: Natural Resources	+	-	++	-	-	++	+	-	--	++/-	-	--	--
14: Climate Change	++/-	+/-	++/-	+/-	+/-	--	--/+	+/-	--/+	+/-	+/-	++/--	--/+
15: Flooding	0	-	--	-	-	0	-	-	-	0	--	-	-
16: Biodiversity & Geodiversity	-	-	--?	+/-	+/-	+/-	-	+/-	-	+/-	+/-	-	+/-
17: Landscape	++	-	+	--	-	++	++	--	-	++	-	-	-
18: Water	0	0	+/-	0	0	--?	-	0	-	-	-	-	--?
19: Pollution	++/-	+/-	++/-	+/-	+/-	--	--/+	+/-	--/+	+/-	+/-	+/--	--/+
20: Soil	+	-	++	-	-	++	+	-	--	++	-	--	--

5.154 Chapter 12 of the Local Plan sets out the site-specific policies for housing and mixed-use allocations.

5.155 Overall, the policies in this chapter are expected to have broadly mixed effects across the IIA objectives. A number of negligible effects are identified in relation to IIA objectives **2: Economy and 10: Town Centres**. It is expected that the most overtly positive effects would result in relation to IIA objectives **1: Employment, 3: Education, 4: Health, 5: Crime, 6: Poverty, 7: Equality of Access and 9: Housing**.

5.156 The majority of policies would likely have minor or significant positive effects with relation to IIA objective 1: **Employment** as residents are within 800m of employment sites and are able to access sustainable and active travel links to enable them to access job opportunities. A minor negative effect has been identified in relation to *Policy HP6: Clayton Triangle (H10)* as while site H10 is within 800m of several employment areas and has access to sustainable travel links and numerous footpaths, not all of these are easily accessible due to the barriers created by the canal and the A680, A678 and M65 road corridors.

5.157 All of the policies would likely have minor positive effects in relation to IIA objective **3: Education** as all of the sites are expected to deliver more than 10 dwellings. Policy DM6 of the Development Management DPD requires all developments of 10 dwellings and above to make a financial contribution towards education provision to address the direct impact of the development. All the policies will therefore contribute to the delivery of educational infrastructure in the Borough.

5.158 All of the policies would likely have positive effects with relation to IIA objective **4: Health** due to the sites having good access to health facilities, recreational assets and/or active travel routes. In addition, Policy DM11: Open Space Provision in New Residential Development of the Development Management DPD requires all developments of 10 or more dwellings to make adequate provision for public open space. All the sites are expected to deliver more than 10 dwellings and will therefore include new areas of open space.

5.159 All of the policies would likely have minor positive effects in relation to IIA objective **5: Crime** as Policy DM26: Design Quality and Materials of the Development Management DPD requires new developments to be designed to be used safely and securely by all in the community, for a wide range of purposes, and throughout the day and evening. *Policy HP1: Land at Charter Street (H2)* also requires that appropriate security measures such as lighting provision are provided along the foot/cycle access to NCN Route 6. This further strengthens the positive effect but is not considered to be of the scale to result in a significant positive effect.

5.160 The majority of policies would likely have minor positive effects in relation to IIA objective **6: Poverty** as they are all not within the 20% most deprived areas under the 'Barriers to Housing and Services' domain in the English Indices of Deprivation and will therefore not provide access to housing in the most deprived areas of the Borough. Furthermore, they all have sites and/or policies which have services and facilities that result in easy access to services and opportunities, including jobs and learning, further afield. *HP12: Land to the northeast of Cut Lane (H20)* is identified to have a significant positive effect as, in addition to significant access to public transport services and active travel routes, the Policy requires that pedestrian and cycle links to the canal and wider footpath network should be incorporated in the scheme, with pedestrian access to the canal via Cut Lane. *HP6: Clayton Triangle (H10)* however, is identified to have a minor negative effect in relation to this IIA objective as while site is near bus stops and numerous footpaths, not all of these are easily accessible due to the canal and the following roads A680, A678 and M65.

5.161 The majority of policies would likely have significant positive effects in relation to IIA objective **7: Equality of Access** as all the sites are within 800m of numerous community services and facilities which will ensure that people (particularly those without a car) will be more easily able to access those facilities. Policies *HP1: Land at Charter Street (H2)*, *HP3: Woodnook Works, Bath Street (H5)* and *HP12: Land to the northeast of Cut Lane (H20)* all include requirements which supports access to National Cycle Route 6 Route which will provide access to community services and facilities further afield. While policy *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* is near numerous community services and facilities, not all of these are easily accessible due to the canal. The Policy requires that new pedestrian access routes should be created between the site and the canal towpath which is part of the National Cycle Network. These links would improve access from the site to the High Street where majority of community services and facilities are located, as well as areas of open spaces connected to the canal, and thus strengthens its effect to a significant positive. Policy *HP6: Clayton Triangle (H10)* also has good access to services and facilities, however not all of these are easily accessible due to the canal and the following roads A680, A678 and M65, and thus is expected to have a minor positive effect.

5.162 All of the policies would likely have significant positive effects with relation to IIA objective **9: Housing** as all sites are expected to deliver more than 10 dwellings and Policy SP10: Housing Provision (including affordable housing) requires new housing developments of 10 or more dwellings or with a site area of 0.5 hectares or more to provide 20% affordable housing. The policy also requires residential developments to

provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities, in accordance with the most up to date assessment of need, ensuring that a minimum of 25% of all affordable housing units secured through developer contributions are First Homes.

5.163 The majority of policies are expected to have negligible effects on IIA **objectives 2: Economy and 10: Town Centres**. However, policy *HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)* is identified as having significant positive effect on economy as the as development of mixed-use land supports the provision of appropriate sites for new business opportunities. The site is large (>5ha) therefore will have greater potential to accommodate a variety of business which is likely to help improve the resilience of the economy and diversity of business. Furthermore, a new mixed use development should result in improved opportunities for work-based training and skills development.

5.164 Policies *HP3: Woodnook Works, Bath Street (H5)*, *HP6: Clayton Triangle (H10)*, *HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)*, and *HP10: Land off Brookside Lane / Nook Lane, Oswaldtwistle (H17)* are all expected to have significant positive effects in relation to IIA objective **10: Town Centres** as they are all within 800m of key retail/shopping centres which will enhance the vitality and viability of their respective areas and facilities. In addition, *HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)* is large and the policy requires that development should deliver a high standard of design to reflect the prominence of the site and its importance as a gateway site to the town centre.

5.165 The majority of policies are expected to have negative effects on IIA **objectives 15: Flooding, 17: Landscape, 18: Water and 20: Soil**. This is the case in relation to flooding as all sites are expected to deliver more than 10 dwellings and Policy DM20: Flood Risk Management and Water Resources of the Development Management DPD requires all proposals of 10 or more dwellings to set out how the development will deal with surface water drainage and management (through an appropriate maintenance and management regime) as part of a flood risk assessment, and contribute towards the improvement of drainage infrastructure off-site if necessary. In addition, the sites relating to *HP2, HP4, HP5, HP8, HP9, HP12 and HP13* all are 100% in flood zone 1, while *HP3* is 89% in Flood Zone 1, *HP7* 50.1% and *HP11* 91.4%. Both *HP3* and *HP11* are identified to have significant negative effects as in these cases the SFRA recommends that the Council consider withdrawal due to the functional floodplain unless functional floodplain can be included in site design or site boundary can be redrawn to remove functional floodplain from the boundary. Policy *HP3* requires a Flood Risk Assessment to be undertaken and taken into consideration. However, the

policy does not specify whether the functional floodplain will be undeveloped, while although mitigation is provided in Policy *HP11* and Policy DM20, the policy does not explicitly state that development will avoid Flood Zones 3a and 3b or areas at high risk of surface water flooding. Policies *HP1, HP6* and *HP10* are all assessed as negligible.

5.166 In relation to IIA objective **17: Landscape**, the majority of the policies are assessed as negative as according to the Hyndburn Landscape Assessment Stage 1 Report, development of the sites is likely to result in adverse effects on the landscape and adverse visual effects. *HP2* is identified in the site assessment as the site comprises greenfield land that is predominately outside the built-up area boundary, which if developed, would reduce the site's positive contribution to the landscape character and local distinctiveness, though the site is in an existing residential area. According to the Stage 2 Report there is potential for cumulative effects from the development of the site relating to *HP9* and another large scale development at Frontier Park, on the area around Knuzden Brook. Mitigation is outlined in policies *HP2, HP5, HP9, HP11, HP12* and *HP13* which reduce their effects in relation to the IIA objective to minor negative effects. However, a precautionary significant negative effect is identified for policies *HP4* and *HP8* as development of the greenfield sites will reduce their positive contribution to the landscape quality of the area and there may be cumulative adverse effects if either site and H15 are developed concurrent to the Haweswater Aqueduct Resilience Project.

5.167 Policies *HP1, HP3, HP6, HP7* and *HP10* are expected to have positive effect, as most comprise of contaminated and brownfield land and/or are within the built-up area which, if developed, would positively contribute to the landscape quality of the Borough. Policies *HP1, HP3* and *HP6* all contain requirements which will result in further positive effects on the quality of the landscape. The site relating to *HP7* contains deciduous woodland which is listed on the Priority Habitat Inventory, however, the policy requires that development should take account of existing trees and other habitats within the site. Though a negative effect is still identified as there may still be adverse effects on biodiversity from the development of the site.

5.168 Over half of the policies have been assessed as negative in relation to IIA objective **18: Water**. The site relating to *HP6: Clayton Triangle (H10)* and *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* are adjacent to the Leeds and Liverpool Canal. Both therefore present a potential risk of contamination to local water sources and are identified as having uncertain significant negative effects. The sites relating to *HP7, HP9, HP10, HP11* and *HP12* are all located near watercourses/bodies, and as a result there may be residual impacts from development of the sites. Woodnook Water flows through the centre of the site relating to *HP3*:

Woodnook Works, Bath Street (H5). The policy requires new development to have regard to the culverted watercourse, including measures to open and naturalise a length of the culvert and associated easement requirements. A mixed effect is identified as naturalising the culvert will benefit the quality of the waterbody, however there may still be residual impacts on the watercourse from development of the site. The remaining policies are all assessed as having negligible effects on this IIA objective.

5.169 The majority of the policies have been assessed as negative in relation to IIA **objective 20: Soil**. *HP9: Land south of Stanhill Road, Knuzden (H16)*, *HP12: Land to the northeast of Cut Lane (H20)* and *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* are identified to have significant negative impacts as their sites are large and comprised of greenfield land, which, if developed, would represent a less efficient use of land in comparison to the development of previously developed sites. The same is true for *HP2, HP4, HP5, HP8, and HP11*, though these are smaller greenfield sites which are therefore assessed as minor negative. *HP3: Woodnook Works, Bath Street (H5)*, *HP6: Clayton Triangle (H10)* and *HP10: Land off Brookside Lane / Nook Lane, Oswaldtwistle (H17)* are expected to have significant positive effects as the sites relating to *HP3* and *HP6* comprise of brownfield and contaminated land, while *HP10* is entirely located on brownfield land, which, if developed, represents a more efficient use of land in comparison to the development of greenfield sites. The same is true for *HP1* and *HP7*, though their sites mainly comprise of just contaminated land and so are assessed as minor negative.

5.170 Mixed minor positive and minor negative effects are anticipated for almost half of the policies in relation to IIA objective **11: Historic Environment**, with the rest assessed as minor positive or negligible. The majority of the sites do not contain; are adjacent to; or affect the setting of any national or local designated heritage assets. However, *HP6: Clayton Triangle (H10)* is adjacent to two Grade II Listed Buildings and *HP8: Land south of Moorfield Avenue, Huncoat (H15)* is near a Grade II Listed Building and are therefore expected to have mixed minor positive and minor negative effects. *HP9: Land south of Stanhill Road, Knuzden (H16)*, *HP12: Land to the northeast of Cut Lane (H20)* and *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* are also assessed as having mixed minor positive and minor negative effects as they are all relatively large-scale developments on greenfield land, which will affect the setting of the local area. *HP5: Ringstonhalgh Farm (H9)* comprises greenfield land which is adjacent to the Mercer Park Conservation Area which may adversely affect the character of the nearby Conservation Area is therefore also expected to have mixed minor positive and minor negative effects. Policies *HP1, HP10* and *HP11* are all expected to have negligible effects in relation to this IIA

objective as the sites are not likely to have a direct effect on any heritage assets or their settings.

5.171 Regarding IIA objective **12: Waste**, all new development will inevitably involve an increase in waste generation, however, Policy SP13: Climate Change and Sustainable Development requires new development to make adequate provision for waste collection and recycling and encouraging the use of locally sourced, reclaimed, recycled or low environmental impact products in design and construction and provide facilities for effective waste management in the operation of development. All policies are therefore expected to have mixed (minor positive and minor negative) effects in relation to IIA objective 12: Waste.

5.172 An uncertain significant negative effect is expected for policy *HP3: Woodnook Works, Bath Street (H5)* in relation to IIA objective **16: Biodiversity & Geodiversity** as the scale of residential development at the site is likely to have adverse effects on the adjacent Woodnook Vale Local Nature Reserve. The policy supports the development of access to the Woodnook Vale LNR which may increase recreational pressure / disturbance to species on the site. However, the policy also supports the retention of trees on site and the development of areas of habitat value. Policies *HP1, HP2, HP7, HP9* and *HP12* all contain and/or are adjacent to biodiversity assets such as Priority Habitat Inventory woodland, Ecological Network woodland, Woodnook Vale Local Nature Reserve, Woodland Ecological Network and Local Wildlife Site. However, all the policies provide mitigation which has resulted in them all being assessed to have minor negative effects. The remaining half of the policies are identified to have mixed minor positive and minor negative effects. Policies *HP6, HP10* and *HP11* also all contain and/or are adjacent to biodiversity assets, which they have the potential to negatively affect the biodiversity of. However, all these policies provide mitigation, such as requiring an AIA, which strengthens their scores. In addition to this, policies *HP5, HP8* and *HP13* all provide opportunities to promote habitat connectivity, with *HP5* requiring all site boundaries facing the footpath to comprise native hedgerows with intermittent trees, and *HP8* and *HP13* promoting green infrastructure. Policy *P4: Land north of Sandy Lane (H7)* does not contain any designated biodiversity / geodiversity assets, or Priority Habitat Inventory habitats. The policy seeks to protect areas of habitat value on the site and to create new areas for biodiversity through the development of new hedgerows and trees. However, the development of this greenfield site is likely to have adverse effects on biodiversity through loss of habitat, disturbance and fragmentation of networks.

5.173 Mixed effects are anticipated for the majority of policies with relation to IIA objectives **8: Sustainable Transport, 14: Climate Change** and **19: Pollution**. The exception to this is

policy *HP6: Clayton Triangle (H10)* which is assessed as significant negative for all three IIA objectives as the sustainable travel routes/services in its vicinity are not all easily accessible due to the canal and the A680, A678 and M65. Furthermore, A roads and junctions located near the site, as well as the large size of the site, mean that its development is likely to contribute to existing traffic congestion and transport-related emissions and pollution in this area. There are also no requirements within the policy that encourage the use of public transport, cycling or walking. The site is also within a 'high noise area' due to its proximity to several roads and is within 250m of Whinney Hill Quarry which may expose residents to odour, dust and noise emissions and air pollution. While mitigation outlined in the policy may help reduce the impact of the development on transport-related pollution, it is not considered to be of a scale to mitigate all adverse effects. For the policies assessed as mixed, all the sites have relatively good public transport services and active travel routes in their vicinity such as bus stops, train stations, footpaths and local cycle routes. However, the majority of sites are large enough to have an adverse effect on the local road network and may contribute towards road traffic, congestion and pollution. In addition, policies *HP2: Land at Hopwood Street (H4)*, *HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)*, *HP8: Land south of Moorfield Avenue, Huncoat (H15)* and *HP10: Land off Brookside Lane / Nook Lane, Oswaldtwistle (H17)* do not require the development of sustainable or active travel links as part of the design of the site. *HP4: Land north of Sandy Lane (H7)* is an exception to this, however Sandy Lane is currently an unmade, unadopted road which will need to be upgraded as part of the development of the site. The upgrading of the road network is likely to encourage people to make journeys via car, and hence contribute towards increases in road traffic, congestion, accidents and pollution. The policy is therefore expected to have mixed minor positive and minor negative effects. *HP8* and *HP9* are also identified as being in moderate noise areas, which may result in residents being exposed to more transport-related pollution. Policy *HP9* identifies noise and odour issues from its proximity to an intensive poultry farm, though mitigation is provided. Policies *HP1: Land at Charter Street (H2)* and *HP3: Woodnook Works, Bath Street (H5)* are both expected to have mixed significant positive and minor negative effects as they have significant public and active travel links in their vicinity, as well as several employment areas. Both are, however, of a size which is likely to have adverse effect on the local road network and contribute to increases in transport-related pollution. Policies *HP7/M-UP1: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane (MU1)*, *HP9: Land south of Stanhill Road, Knuzden (H16)* and *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* are expected to have mixed significant negative and minor positive effects. For *HP7* this is

because of good public transport but limited active travel routes near the site. Development of this large site as a mixed-use 'gateway site to the town centre' is likely to have an adverse effect on the local road network and increase transport-related pollution. While policy *HP9* supports public rights of way within and adjacent to the site, the development of 152 new dwellings a 'moderate noise area' due to its close proximity to the M65 is likely to have an adverse effect on the road network and may result in residents being exposed to noise and air pollution. In addition, the policy also identifies noise and odour issues arising from the proximity to an intensive poultry farm, though mitigation is provided in the policy as it requires that these issues will need to be taken into account in determining the layout and capacity of the site. *HP13* is well serviced by public and active travel services/routes however not all of these are easily accessible due to the canal. In addition, the large size of the development and its location within a 'moderate noise area' due to the close proximity of the road network, will have an adverse effect on the local road network, and may expose residents to noise, air, and dust emissions. However, the Policy supports the provision of active travel routes between the canal and the site to give access to the countryside. This is likely to encourage sustainable travel and help mitigate this. Policy *HP12: Land to the northeast of Cut Lane (H20)* is identified as having mixed significant positive and significant negative effects across all three IIA objectives due to its good access to sustainable transport routes and policy requiring improved pedestrian and cycle links, though the size of the development will have an adverse effect on the local road network and increase pollution. A new access road along Cut Lane is required, Cut Lane will need to be widened and upgraded to adoptable standard and the layout of Blackburn Road/ Cut Lane junction upgraded to a priority controlled T-junction. The upgrading of the road network is likely to encourage people to make journeys via car, and hence contribute towards increases in air and noise pollution. However, the Policy requires that it should be sensitively detailed in a way that encourages pedestrian and cycle access and is appropriately rural. It is currently a PRoW and the link should be enhanced for pedestrians and cyclists.

5.174 Regarding IIA objective **13: Natural Resources**, over half of the sites are expected to have negative effects as they all comprise greenfield land, the development of which is a less efficient use of land compared to the development of brownfield / contaminated land. Policies *HP9: Land south of Stanhill Road, Knuzden (H16)*, *HP12: Land to the northeast of Cut Lane (H20)* and *HP13: Land off Fielding Street and Barn Meadow Crescent (H22)* are all assessed as significant negative as they are classed as large in size. In addition, *HP13* is within the Mineral Safeguarding Zone (as identified in the Lancashire County Council Minerals and Waste Plan) so development may sterilise mineral resources and restrict the

availability of resources in the Borough. Policies *HP3: Woodnook Works, Bath Street (H5)* and *HP6: Clayton Triangle (H10)* are expected to have significant positive effects as *HP3* comprises brownfield and contaminated land and *HP6* comprises brownfield land which, if developed, ensures the prudent and efficient use of natural resources. *HP1* and *HP7* both also contain contaminated land, however they are not located in the Mineral Safeguarding Zone and so are assessed as minor positive. Policy *HP10: Land off Brookside Lane / Nook Lane, Oswaldtwistle (H17)* is expected to have a mixed significant positive and minor negative effect as the site comprises brownfield land. However, the site also intersects with the Mineral Safeguarding Area (as identified in the Lancashire County Council Minerals and Waste Plan) so development could sterilise mineral resources and restrict the availability of resources in the Borough.

Summary of IIA effects of the Hyndburn 2037: The Local Plan (Pre-Submission)

5.175 Table 5.13 presents the assessment of effects for the vision, strategic objectives and policies presented in the Pre-Submission Hyndburn Local Plan (Regulation 19).

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Integrated Impact Assessment Findings of the Local Plan Policies

Integrated Impact Assessment of Hyndburn 2037: The Local Plan
November 2023

Table 5.13: Overview of all IIA scores for Vision, Strategic Objectives and Policies

IIA Objective	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
Vision	+	++	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+
SO1	++	++	+	0	0	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0
SO2	+	+	0	+	+	+	+	+	++	0	0	0	0	+	0	0	0	0	0	+
SO3	0	0	0	++	+	+	+	+	0	0	0	0	0	+	0	0	0	0	+	0
SO4	0	0	0	+	+	+	+	0	+	0	++	0	+/-	++	++	++	++	++	+	+/-
SO5	++	++	++	++	0	++	++	++	0	++	0	0	0	++	0	0	0	0	+	0
SP1	++	++	+	++	0	+	++	++/--	++	++	+/-	+/-	++/--	++/--	+/-	+/-	++/--	+/-	++/--	++/--
SP2	++	++	+	++	+	+	++	++/--	++	++	++/-	+/-	++/-	++/--	+/-	+/-	+/-	+/-	++/--	+/-
SP3	+?	+	+?	+?	0	+?	+?	+?	+?	+?	0	0	0	+?	+?	+?	+?	+?	+?	0
SP4	++	++	0	+	0	+	0	++/--	0	+	+/-	+/-	--/+	++/--	-	-	-	-	++/--	--/+
SP5	++	++	0	0	0	+	0	+/-	0	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
SP6	++	++	0	+	+	0	++	+/-	0	++	++	-	+	+/-	0	0	+	0	+/-	+
SP7	++	++	+	+	+	+	++	+/-	++	++	++	-	+	+/-	0	0	++	0	+/-	+
SP8	0	0	+	++	+	0	++	0	+	+	+	0	+	0	++	++	++	++	+	++
SP9	+	+	++	++	+	++	++	+	0	+	+	0	0	+	0	0	0	0	+	0
SP10	+	+	+	+	+	++	+	++/--	++	+	+/-	+/-	+/-	++/--	-	-	-	-	+/-	+/-
SP11	0	0	0	+	0	++	+	+	++	+	+	0	+	+	0	0	+	0	+	0
SP12	+	+	+	+	0	+	+	+/-	++	0	+/-	+/-	+/-	+/-	-	-	-	-	--/+	+/-
SP13	0	+	0	++	0	+	+	++	+	+	+	++	++	++	++	++	++	++	++	++
SP14	+	+	0	++	+	0	++	++	+	+	+	0	+	++	++	++	++	++	++	++
SP15	0	+	0	0	0	0	0	0	+	+	++	0	0	0	0	+	++	0	+	+
SP16	0	0	+	++	0	0	+	+	+	+	++	0	+	++	++	++	++	+	+	++
SP17	+	+	0	++/-?	0	+	+?	-?	0	0	-?	+	++	++	0	-?	-?	-?	-?	-?
SP18	0	+	0	++	+	+	+	+	+	+	++	0	0	+	+	0	++	0	+	0
SP19	0	+	+	0	0	0	0	0	-	+/-	++	0	0	0	0	0	+	0	0	0
SP20	0	0	0	++	0	0	0	++	+	+/-	+	0	0	+	0	+	+	+	++	+
SP21	0	+	0	+	+	0	+	+	0	+	++	0	0	0	-	+	++	-?	+	++
SP22	++	++	0	+/-	0	+	+	++/--	0	+	0	0	++/--	++/--	0	-	-	0	--	0

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IIA Objective	IIA1	IIA2	IIA3	IIA4	IIA5	IIA6	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14	IIA15	IIA16	IIA17	IIA18	IIA19	IIA20
SP23	+	0	0	++	+	+	+	++/-	0	+	0	0	++/-	++/-	0	0	0	0	+/-	0
SP24	+	0	0	++	0	+	+	++	0	+	0	0	+	+	0	+	0	0	+/-	0
SP25	0	+	0	+	0	0	+	0	0	0	++	0	0	0	0	0	++	0	0	+/-
SP26	++	++	+	++/-	+	+	++	++/-	++	++	++/-	+/-	++/-	++/-	-	-?	+/-	-	+/-	++/-
SP27	++	++	+	++/-	+	+	++	++/-	++	++	++/-	+/-	++/-	++/-	-	-?	+/-	-	+/-	++/-
SP28	++	++	+/-	++/-	0	+	++	--/+	++	++	+/-	+/-	++/-	--/+	-	-	++/-	-	--/+	++
SP29	++	++	+?	++	+	+	++	++/--	++	++	++/-	+/-	++/-	++/--	+/-	+/-	+/-	+/-	++/--	++/-
SP30	+	+	+/-	+/-	0	+	++	+/-	++	++	+/-	+/-	--/+	+/-	--	-	+/-	-	+/-	--/+
SP31	++	++	+	++	+	+	+	++/--	++	++	+/-	+/-	--/+	++/--	-	+/-	--/+	--	++/--	--/+
EP1	++	++	0	++	0	+	++	++/--	0	-	+/-	+/-	--	++/--	-	-	-	--/+	++/--	--
EP2	++	++	0	-	0	+/-	+/-	--/+	0	+	+/-	+/-	-	++/--	-	-	-	-	--/+	-
EP3	++	++	0	++	0	+	++	++/--	0	+	+/-	+/-	--	++/--	-	-	-	--/+	++/--	--
EP4	++	++	0	++	0	+	++	++/--	0	+	+/-	+/-	--	++/--	-	-	-	--/+	++/--	--
HP1	++	0	+	++/-	+	+	++	++/-	++	0	0	+/-	+	++/-	0	-	++	0	++/-	+
HP2	++	0	+	++	+	+	++	+/-	++	0	+	+/-	-	+/-	-	-	-	0	+/-	-
HP3	++	0	+	++	+	+	++	++/-	++	++	+	+/-	++	++/-	--	--?	+	+/-	++/-	++
HP4	+	0	+	++/-	+	+	++	+/-	++	0	+	+/-	-	+/-	-	+/-	--	0	+/-	-
HP5	+	0	+	++	+	+	++	+/-	++	0	+/-	+/-	-	+/-	-	+/-	-	0	+/-	-
HP6	-	0	+	+	+	-	+	--	++	++	+/-	+/-	++	--	0	+/-	++	--?	--	++
HP7	++	++	+	++/-	+	+	++	--/+	++	++	+	+/-	+	--/+	-	-	++	-	--/+	+
HP8	+	0	+	+	+	+	++	+/-	++	0	+/-	+/-	-	+/-	-	+/-	--	0	+/-	-
HP9	+	0	+	++	+	+	++	--/+	++	0	+/-	+/-	--	--/+	-	-	-	-	--/+	--
HP10	+	0	+	++/-	+	+	++	+/-	++	++	0	+/-	++/-	+/-	0	+/-	++	-	+/-	++
HP11	+	0	+	++	+	+	++	+/-	++	0	0	+/-	-	+/-	--	+/-	-	-	+/-	-
HP12	++	0	+	++	+	++	++	++/--	++	0	+/-	+/-	--	++/--	-	-	-	-	++/--	--
HP13	+	0	+	++	+	+	++	--/+	++	0	+/-	+/-	--	--/+	-	+/-	-	--?	--/+	--

Mitigation

5.1 It is a requirement of the SEA Regulations that consideration be given to “*the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme*”. Potential significant adverse effects are identified for IIA objectives **8: Sustainable transport, 13: Natural resources, 14: Climate change, 15: Flooding, 16: Biodiversity & Geodiversity, 17: Landscape, 18: Water, 19: Pollution, and 20: Soil**. These adverse effects primarily relate to:

- development of greenfield land which is a less efficient use of resources compared to developing brownfield land and also results in the deterioration of soil resources. However, beyond minimising the development of greenfield land as much as possible, the physical loss of greenfield land cannot be mitigated further; and
- development which will result in a net increase in travel (particularly by petrol/diesel private vehicles) and the upgrading / delivery of new road infrastructure which may encourage people to travel by private vehicle thus contributing to traffic, congestion, and transport-related noise and air pollution. However, these adverse effects are most often mixed with positive effects as these policies also support sustainable travel, the provision of sustainable travel infrastructure, and the allocation of new development in areas with good sustainable transport links which increases the opportunities for residents to use these networks

5.2 Precautionary significant negative effects are also identified for IIA objectives **15: Flooding, 16: Biodiversity & Geodiversity, 17: Landscape, 18: Water** as the assessment highlighted the need for the site-specific policies to refer to the following mitigation:

- protection and, where possible, enhancement of water quality in the Leeds and Liverpool Canal (SP31, EP1, EP3, EP4, HP6, HP13);
- avoidance of areas at risk of flooding (SP30, HP3, HP11);
- protection and enhancement of habitat connections to the Woodnook Vale LNR (HP3); and
- avoidance of cumulative effects on the landscape (addressed in section ‘cumulative, secondary and synergistic effects’) (SP31, EP1, EP3, EP4, HP6, HP13).

5.3 Table 5.14 overleaf summarises the mitigation provided by the policies in the Pre-Submission Local Plan in relation to IIA objectives where significant negative effects were recorded.

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Table 5.14: Potential mitigation measures provided by the Pre-Submission Local Plan policies

IIA objective	Potential mitigation of Pre-Submission Local Plan policies
<p>8: Sustainable Transport</p>	<p><i>SP2: Huncoat Garden Village</i> has a strong focus on delivering multi-functional green infrastructure, including active travel infrastructure such as walking and cycling routes. The promotion of active travel may reduce the use of cars in Huncoat Garden Village, particularly for short journeys which can be made on foot or bike. The policy also highlights that land has been safeguarded for the delivery of strategic rail infrastructure, and that developers will be required to contribute towards infrastructure needs, which may include the provision of public transport such as buses. Active and sustainable travel will help reduce the number of cars on the roads, and also have subsequent benefits for reducing congestion and pollution. In addition, the policy also requires residential roads to have a speed limit of no more than 20mph, which could reduce the number of accidents.</p> <p><i>SP13: Climate change and sustainable development</i> seeks to ensure that new development links with public transport networks and is accessible by cycling and walking which will reduce road traffic, congestion and pollution and will increase the use of public transport.</p> <p><i>SP14: Green infrastructure</i> seeks to protect, enhance and expand the existing network of green infrastructure assets in Hyndburn. The protection and enhancement of green infrastructure in the Borough through this policy will result in improved opportunities for people to walk and cycle between places rather than use a vehicle, which will result in reduced traffic, congestion, and pollution.</p> <p><i>SP20: Environmental amenity and air quality</i> seeks to ensure new developments which are expected to generate an increase in the level of traffic within the area provide sufficient mitigation measures.</p> <p><i>SP22: Connectivity and improvements to transport networks</i> supports the improvement of the rail network (including shorter journey times to significant destinations and more stopping trains at Huncoat as development of the Garden Village takes place) which would reduce road traffic and congestion. The supporting text also highlights that the majority of new development will be located within the existing urban areas and will be expected to connect and improve existing cycle, pedestrian and public transport routes.</p> <p><i>SP23: Sustainable and safe travel</i> supports and encourages new development in sustainable locations which is accessible by sustainable transport such as public transport, cycling and walking. The supporting text to the policy also outlines that opportunities to link existing rights of way should be sought in addition to new access opportunities.</p> <p><i>SP24: Cycle and footpath networks</i> seeks to protect and extend the cycle, footpath and bridleway networks in Hyndburn, creating better sustainable links across the Borough. In addition, it seeks to incorporate new cycle and footpath infrastructure into new developments and promotes greater accessibility within developments. Policy SP24 is likely to result in improved opportunities for people to make journeys by walking or cycling instead of using private cars, which currently account for 70% of journeys taken in the Borough. Therefore, it is likely that traffic, congestion and pollution will reduce as the number of car journeys decrease, and the health and physical activity of residents of Hyndburn will improve.</p>
<p>13: Natural Resources</p>	<p><i>SP13: Climate change and sustainable development</i> requires new developments to minimise energy consumption by taking advantage of natural energy through the orientation and design of the development as well as promoting the use of renewable and low and zero carbon energy infrastructure. Furthermore, the policy supports the use of locally sourced, reclaimed, recycled or low environmental impact products in design and construction.</p> <p><i>SP14: Green infrastructure</i> supports the provision of green infrastructure which may reduce the number of journeys made by car, therefore reducing the consumption of non-renewable energy.</p>

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IIA objective	Potential mitigation of Pre-Submission Local Plan policies
	<p><i>SP16: Natural environment enhancement</i> aims to protect, enhance and expand Hyndburn’s natural resources.</p> <p><i>SP17: Renewable energy</i> supports the development of renewable energy in the Borough.</p> <p><i>SP23: Sustainable and safe travel</i> would likely result in reduced use of fossil fuels as discourages private car travel, instead promoting sustainable travel such as by public transport, walking and cycling. The policy also requires that electric vehicle charging facilities are incorporated into development to encourage the use of electric vehicles.</p> <p><i>SP24: Cycle and footpath networks</i> seeks to safeguard, extend and, where possible, incorporate the cycle, footpath and bridleway networks into new developments. This is likely to result in improved opportunities for people to make journeys by walking or cycling instead of using a private car, thereby reducing the amount of fossil fuels used.</p>
14: Climate Change	<p><i>SP13: Climate change and sustainable development</i> seeks to ensure that development minimises negative impacts on the environment and helps to mitigate against the likely effects of climate change on present and future generations by ensuring new developments are in sustainable locations, are directed away from areas of flooding, incorporate green infrastructure, and minimise energy consumption.</p> <p><i>SP14: Green infrastructure</i> seeks to protect, enhance and expand the existing network of green infrastructure assets in Hyndburn. The policy will help to contribute to reduced carbon emissions by encouraging sustainable transport options such as walking and cycling, and encouraging energy efficient development design.</p> <p><i>SP16: Natural environment enhancement</i> will contribute to climate change mitigation through the protection, enhancement and expansion of existing natural resources such as trees and hedgerows. These measures may capture carbon emissions within the Borough.</p> <p><i>SP17: Renewable energy</i> supports the development of renewable energy in Hyndburn will provide a low carbon energy source and move away from finite, fossil fuels which release significant quantities of greenhouse gases.</p> <p><i>SP22: Connectivity and improvements to transport networks</i> supports the improvement of the rail network (including shorter journey times to significant destinations and more stopping trains at Huncoat as development of the Garden Village takes place) which would reduce road traffic and GHG emissions. The supporting text also highlights that the majority of new development will be located within the existing urban areas and will be expected to connect and improve existing cycle, pedestrian and public transport routes which may reduce the number of journeys undertaken by car thereby contributing towards reducing GHG emissions.</p> <p><i>SP23: Sustainable and safe travel</i> supports and encourages new development in sustainable locations which is accessible by sustainable transport such as public transport, cycling and walking. The supporting text also outlines that opportunities to link existing rights of way should be sought in addition to new access opportunities. The policy also requires that electric vehicle charging facilities are incorporated into new developments. Consequently, it is likely that there would be a reduction in transport related greenhouse gas emissions in the Borough.</p>
15: Flooding	<p><i>SP8: Open space provision</i> seeks to maintain and enhance the network of open spaces in Hyndburn, and requires new residential development to provide open space, including multi-functional green infrastructure. The provision of open space protects permeable surfaces from development, which will help to reduce flooding.</p> <p><i>SP13: Climate change and sustainable development</i> supports new development that is directed away from areas at high risk of flooding and incorporates appropriate mitigation against flooding in areas of lower risk.</p>

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IIA objective	Potential mitigation of Pre-Submission Local Plan policies
	<p><i>SP14: Green infrastructure</i> seeks to protect, enhance and expand the existing network of green infrastructure. Such areas may help to allow for flood attenuation as evident at SuDS, and support adaptation through providing greenspaces for cooling and shading.</p> <p><i>SP16: Natural environment enhancement</i> supports the enhancement and expansion of woodland and existing habitats which will make Hyndburn more resilient to climate change impacts. The increase in green spaces and woodland may lower flood risk within the area with potential reductions in carbon emissions. The protection and enhancement of the natural environment will increase the resilience of the natural environment to the effects of climate change.</p>
16: Biodiversity & Geodiversity	<p><i>SP8: Open space provision</i> seeks to maintain and enhance the network of open spaces in Hyndburn, including multi-functional green infrastructure. A connected network of open spaces across the Borough, such as local parks, amenity greenspace, community gardens, and green corridors etc. will prevent the fragmentation of ecological networks. Thus, a more connected network of open spaces will provide valuable habitats and a net gain in biodiversity.</p> <p><i>SP13: Climate change and sustainable development</i> requires the inclusion of greenspace, green infrastructure, and habitat-related enhancements in all new developments.</p> <p><i>SP14: Green infrastructure</i> seeks to protect, enhance and expand the existing green infrastructure network, including an eventual Nature Recovery Network. A connected area of green infrastructure across the Borough, such as parks, green corridors, nature conservation sites etc. will prevent fragmentation of ecological networks. Thus, a connected green infrastructure network and will provide valuable habitats and a net gain in biodiversity.</p> <p><i>SP16: Natural environment enhancement</i> seeks to protect, enhance and minimise impacts on areas of biological and geological importance within the Hyndburn area. Development will be directed away from sensitive or important sites while the most sensitive sites will have a much wider area of protection through the employment of associated impact risk zones. Any developments which are expected to impact upon natural resources must implement sufficient mitigation measures. The Nature Recovery Network will also expand and connect sites. New developments are also required to deliver a minimum of 10% net gain for biodiversity. This measure would both increase Hyndburn’s natural resources while connecting areas which experience habitat fragmentation and species isolation. The policy also considers the impact of development upon European sites beyond the Borough and seeks to protect, expand and enhance exiting areas of woodland including hedgerows.</p>
17: Landscape	<p><i>SP8: Open space provision</i> seeks to maintain and enhance the network of open spaces in Hyndburn, which will contribute towards enhancing the landscape character and improving the overall quality of the landscape and local environment including open spaces and local parks, both in built-up and rural areas.</p> <p><i>SP13: Climate change and sustainable development</i> supports the inclusion of greenspace, green infrastructure and landscaping in all new developments thereby contributing to the landscape quality of Hyndburn.</p> <p><i>SP14: Green infrastructure</i> seeks to protect and enhance green infrastructure which contributes considerably to the landscape quality of Hyndburn, both in rural and built-up areas.</p> <p><i>SP15: Landscape character</i> requires new development to be well integrated and appropriate to the landscape character of the Borough, which would contribute significantly to the quality of the landscape in the rural and built-up areas of Hyndburn.</p> <p><i>SP16: Natural environment enhancement</i> states that any new development will be directed away from the most sensitive sites within the Borough while sufficient mitigation measures should be put in place along with natural resource management plans.</p>

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IIA objective	Potential mitigation of Pre-Submission Local Plan policies
	<p><i>SP18: High quality design</i> requires development to conserve and enhance the quality of Hyndburn’s rural and urban environments, and states that development should be sympathetic to local character, visually attractive, well laid out and incorporate effective landscaping, where necessary. The policy also requires new development to be designed to consider topography and landscape character. The supporting text states that proposals that are poorly designed and fail to improve the character and quality of an area will not be supported. The policy is likely to encourage the protection and enhancement of the Hyndburn’s landscapes, and contribute towards the local character and distinctiveness.</p> <p><i>SP25: Development in rural areas</i> seeks to protect and maintain the distinctiveness of the countryside and rural areas that contain small settlements and hamlets, along with numerous scattered residences and farmsteads.</p>
18: Water	<p><i>SP8: Open space provision</i> seeks to maintain and enhance the network of open spaces in Hyndburn including watercourses and waterbodies which will encourage the protection and enhancement of such features in the Borough.</p> <p><i>SP13: Climate change and sustainable development</i> requires new developments to incorporate sustainable drainage systems and measures to recycle and conserve water resources.</p> <p><i>SP14: Green infrastructure</i> seeks to protect and enhance the existing green infrastructure within Hyndburn. This policy seeks to improve the quality and efficient use of water by encouraging green infrastructure, such as SuDS, and promoting the enhancement of watercourses such as the Leeds and Liverpool Canal.</p>
19: Pollution	<p><i>SP13: Climate change and sustainable development</i> seeks to ensure that potentially polluting industrial and waste development will not have an unacceptable adverse impact on the environment or neighbouring properties or businesses. The policy also encourages new development in sustainable locations which are easily accessed by sustainable and active travel modes of transport, thus reducing reliance on private cars and their associated greenhouse gas emissions.</p> <p><i>SP14: Green infrastructure</i> aims to protect and enhance the green infrastructure network, thus encouraging sustainable transport modes such as walking and cycling. The decrease in car use will reduce air pollution. Furthermore, areas of greenspace enable carbon sequestration which removes some pollutants from the air. Green infrastructure can also provide ‘buffers’ to reduce noise.</p> <p><i>SP20: Environmental amenity and air quality</i> seeks to reduce domestic, industrial and transport related air, light and noise pollution.</p>
20: Soil	<p><i>SP8: Open space provision</i> aims to maintain and enhance the network of open and local green spaces which will protect soil quality and resources.</p> <p><i>SP13: Climate change and sustainable development</i> requires new development to ensure that contaminated land and land stability are considered in their design and, where necessary, addressed through appropriate remediation and mitigation measures thereby protecting and improving soil quality and stability. The final criterion in the policy requires new development to take account of the impact on the soil environment.</p> <p><i>SP14: Green infrastructure</i> aims to protect green infrastructure from unsuitable development and focus new development to brownfield land.</p> <p><i>SP16: Natural environment enhancement</i> aims to protect, enhance and expand Hyndburn’s natural resources. Through the enhancement and expansion of natural resources, this will protect the land from new development.</p>

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IIA objective	Potential mitigation of Pre-Submission Local Plan policies
	<i>SP21: The Leeds and Liverpool Canal</i> supports the development of under-used sites and the redevelopment of derelict or brownfield land which will result in greenfield sites throughout Hyndburn being preserved, valuing both soil quality and resources in turn.

Duration of effects

5.4 The Pre-Submission Local Plan sets out how the growth will be planned, facilitated and managed over the Plan period up to 2037. Effects may be experienced in the short-term (defined for this IIA as over the next five years), medium-term (defined as over the next 10 years), or long-term effects (defined as over the whole Plan period). Given the nature of the policies in the Pre-Submission Local Plan, it is difficult to be precise about when, where and in what form all the effects will arise, and how one effect might relate to another. However, it is possible to draw some broad conclusions about the nature and interrelationship of the effects that the IIA has identified:

- Most of the effects will be long-term, in that the Local Plan aims to facilitate and manage growth and associated infrastructure that will last over time. There will be some temporary and short- or medium-term effects during site allocation preparation, construction or operation (see below).
- The effects which have been identified in the appraisal of the Pre-Submission Local Plan, both positive and negative, are likely to change over time, as the policies in the plan are implemented, and more developments are delivered in the Borough. Implementation of the Local Plan is set against an evolving baseline, e.g. decarbonisation of transport, climate change projections, ageing population, etc. which may mean that some effects will increase over time while others may decrease.

Short-term effects

5.5 The impacts of the Pre-Submission Local Plan in the short-term are mostly related to the initial impacts of commencing development early in the Plan period. These will include the removal of vegetation, soil, and provision of infrastructure required. Such works could have negative impacts on biodiversity, health and well-being, amenity of local communities (possible disruption to rights of way, traffic flows, noise generation, vibration, dust etc.), soil quality, and the landscape. However, these impacts are temporary in nature, and some may be minimised through good design, adherence to the policies in the Pre-Submission Local Plan or reversed through restoration measures in the long-term.

Medium-term effects

5.6 Medium-term positive impacts relate to the employment and economic benefits of development, new communities and employment centres. Negative impacts in the medium-term include the implications of having greater densities of residents and workers in parts of the Borough on health and well-being, the amenity of local communities (e.g. noise,

increased traffic etc.), and on environmental quality. However, these impacts should be avoided or mitigated through the adherence to the policies in the Pre-Submission Local Plan when planning proposals are assessed and determined by the Council.

Long-term effects

5.7 Long-term, permanent benefits that would result from the Pre-Submission Local Plan include the provision of sufficient homes, new services, facilities and infrastructure and employment opportunities to meet the Borough's needs. New developments will also enable flood alleviation schemes, habitat creation and biodiversity enhancement, recreation enhancement, as well as the conservation of the Borough's landscapes and historic environment. Long-term, permanent negative impacts of the Pre-Submission Local Plan are potentially: loss of areas of Best & Most Versatile Agricultural Land and climate change implications of the energy required to power new homes and businesses and vehicle movements to and from sites.

Cumulative, secondary and synergistic effects

IIA objective 1: Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce

5.8 The Pre-Submission Local Plan makes provision for 59 hectares of employment land over the plan period (SP1, SP4, SP5, delivered through site-specific mixed-use and employment policies EP1-EP4, HP7). The Local Plan supports the clustering of strategic employment sites in accessible locations which will have a direct positive effect on this IIA objective by delivering local and easily accessible employment opportunities. There is a focus on supporting local and neighbourhood centres (SP5), associated housing development (SP10) and protecting and enhancing the wider environment which contributes to the accessibility (SP14, SP22 and SP24) and quality of the area in attracting employment to the area. This is further supported by the housing allocations in the site-specific policies.

5.9 An overall **significant positive** cumulative effect is identified for the Pre-Submission Local Plan for the provision of employment.

IIA objective 2: Maintain or enhance conditions that enable a sustainable economy and continued investment

5.10 As in relation to IIA objective 1, the delivery of 59 hectares of employment land will attract investment, ensuring the sustainable and economic growth of the Borough (SP1,

SP2, SP4, SP5, Local Plan Area policies SP26-SP31, and site-specific employment and mixed-use policies EP1-EP4, HP7). The support for the development and regeneration of town / local / neighbourhood centres, housing development, and infrastructure (Vision and Strategic Objectives, SP6, SP7, SP10, SP22), contributes to the quality of the area in supporting continued investment.

5.11 An overall **significant positive** cumulative effect is identified for the Local Plan for maintaining or enhancing the conditions that enable a sustainable economy and continued investment.

IIA objective 3: Raise educational achievements throughout the borough

5.12 The positive role of the policies in providing local employment which may support on the job training is reflected in a number of policies, with a significant positive effect identified for policy SP9, which directly supports educational provision. The population growth arising from the proposed levels of housing growth across the settlements may result in pressure on existing schools, however, in line with *DM6: Delivering Schools and Early Learning* in the Development Management DPD, residential developments of 10 dwellings and above may be required to make a financial contribution towards education provision to address the direct impact of the development. Therefore, positive effects are identified for all site-specific housing policies (HP1-HP13) and *SP2: Huncoat Garden Village* which requires the extension of Huncoat Primary School. The Local Plan also includes a range of measures to protect and improve sustainable transport links in the Borough which will help to provide people with good access to schools and colleges, for those without a car.

5.13 An overall **minor positive** cumulative effect is identified in relation to educational achievements.

IIA objective 4: Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all

5.14 The population growth arising from the proposed levels of housing and employment growth across the settlements may result in pressure on healthcare facilities, areas of open space and recreational routes. The community policies (SP8 and SP9) provide for open space and provision of community facilities, and the natural environment policies (SP13, SP14, SP16, SP17, SP18 and SP20) all provide for the provision of green infrastructure and environmental improvements which support health. Policy *SP13: Climate change and sustainable development* seeks to protect people from the adverse effects of climate change. The transport policies SP23 and SP24 also support the delivery of active travel infrastructure which will

help to encourage travel by walking and cycling, thereby improving the health and wellbeing of the population of Hyndburn. This is further supported by the Local Plan Area policies (SP26-SP31), the site-specific employment and housing policies (EP1-EP4 and HP1-HP13), and the specific policy for Huncoat Garden Village (SP2).

5.15 An overall **significant positive** cumulative effect is identified for the Local Plan for improving health.

IIA objective 5: Reduce and prevent crime/fear of crime and anti-social behaviour in the borough

5.16 Although relatively few policies will have a direct effect on this objective, crime prevention, fear of crime and antisocial behaviour are influenced by the provision of community facilities, employment and educational opportunities, good design and the quality of the environment. A number of policies contribute towards meeting these aims, leading to an overall **minor positive** effect being identified in relation to crime, which is an identified issue for the area.

IIA objective 6: Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the borough

5.17 Relatively few policies directly address poverty, equality and social inclusion, however the Vision and strategic objectives and policies which support economic opportunities, housing which meets the needs of all in the Borough, access to community facilities, education, connectivity and sustainable transport and environmental quality, will help to address these issues.

5.18 An overall **minor positive** cumulative effect is identified for this IIA objective.

IIA objective 7: Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all

5.19 The policies which support access to local services, outdoor access and recreation, and environmental quality (SP6, SP7, SP8, SP9 and SP14) make a significant positive contribution towards this objective, as well as the overarching spatial strategy policy, the policy for the development of the Huncoat Garden Village (SP1 and SP2), the Local Plan Area policies (SP26-SP31), the employment and housing site-specific policies (EP1-EP4, HP1-HP13), and a number of other policies, contribute positively to this objective through the provision of local facilities and recreational opportunities.

5.20 An overall **significant positive** cumulative effect is identified for this IIA objective.

IIA objective 8: Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking

5.21 Growth in population and economic development are closely interlinked with transport infrastructure which results in tensions between the transport generated by and required by development and this IIA objective. Therefore, mixed effects (both positive and negative) are identified for most policies. Negative effects are identified for policies which result in a net increase in travel (particularly by petrol/diesel private vehicles) and are most significant in relation to policies relating to employment and retail (SP2, SP4, SP5, SP6, EP1-EP4), housing (SP10, SP2, SP12, HP6, HP7, HP9, HP12, HP13,) and transport (SP22), which are likely to contribute to road traffic, congestion and pollution.

5.22 Positive effects are identified in relation to a number of policies which support sustainable transport opportunities. Significant positive effects are identified for policies which support sustainable travel, the provision of sustainable travel infrastructure, and the allocation of new development in areas with good sustainable transport links which increases the opportunities for residents to use these networks (SP2, SP4, SP10, SP13, SP14, SP20, SP22, SP23, SP26, SP27, SP29, SP31, EP1, EP3, EP4, HP1, HP3).

5.23 An overall **mixed effect (minor positive / minor negative)** cumulative effect is identified for this IIA objective.

IIA objective 9: Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments

5.24 Policies which support new housing provision, and policies which support the quality of the local environment all contribute positively towards this objective. Significant positive effects are identified for policies which directly contribute towards housing need (SP1, SP2, SP7, SP10, SP11, SP12), and the Local Plan Area policies which support this (SP26-SP31). Significant positive effects are also identified for the site-specific housing policies (HP1-HP13).

5.25 Based on the housing need for the area and the relevant policies which deliver this, an overall **significant positive** cumulative effect is identified for this IIA objective.

IIA objective 10: Maintain and enhance the vitality and viability of town and retail centres

5.26 Policies which support town and retail centres, including local centres, and the location of housing and employment in areas which support the vitality and viability of town and retail centres have a positive effect on this objective. Significant positive effects are therefore identified for the overarching

spatial strategy policy SP1, policies SP2, SP6 and SP7, Local Plan Area policies (SP26-SP31) and site-specific housing policies for HP3, HP6, HP7 and HP10.

5.27 Based on the cohesive approach to supporting employment and housing to support the town and retail centres, an overall **significant positive** cumulative effect is identified for this IIA objective.

IIA objective 11: Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage

5.28 The Borough has a rich industrial and built heritage and the strategic objectives and policies support the character and heritage of the area through the protection and enhancement of built heritage, alongside development and regeneration, and through supporting the quality of the wider environment through protection for the natural environment and green infrastructure (SO4, SP2, SP6, SP7, SP15, SP16, SP18-SP21, SP25, SP26, SP27 and SP29). Potential tensions with this IIA objective are identified in relation to a number of the Local Plan Area policies and site-specific housing and employment policies, which support housing development within the settlements which may impact on the built character of these areas. Based on the strong focus in the Local Plan to support regeneration and enhancement of the built environment, an overall **minor positive** cumulative effect is identified for this IIA objective.

IIA objective 12: Move treatment of waste up the Waste Hierarchy

5.29 The Borough is identified as having lower than average levels of recycling, and includes the strategic waste site at Whinney Hill. A limited number of policies impact on this IIA objective, with mixed effects being identified as there will be an increase in the generation of waste in the Borough particularly as a result of the Local Plan Area policies and the site-specific housing and employment policies, however policy SP13 provides direct support for improving recycling and the use of reclaimed and recycled products in construction.

5.30 An overall **mixed effect (minor positive / minor negative)** cumulative effect is identified for this IIA objective.

IIA objective 13: Use natural resources and energy more efficiently

5.31 Hyndburn has a legacy of brownfield and contaminated land and the policies which support the development of these sites will have positive effects on this objective, with the most significant positive effects identified for policies SP2, SP26-SP29, HP3, HP6 and HP10. However, a number of policies support development on greenfield land which is a less efficient use of land compared to development of brownfield

land. The most significant negative effects are expected for SP4, SP30, SP31, EP1-EP4, H9, H12 and H13.

5.32 Policies which support efficient use of land, support renewable energy or energy efficiency in development, and the quality of the natural environment are also identified as having positive effects (SP13, SP14, SP16, SP17). Policies which support improvements to transport infrastructure may support sustainable transport but also development which encourages the use of private vehicles which may contribute towards increased use of fossil fuels, therefore leading to mixed effects (SP22, SP23).

5.33 The overall cumulative effects of the policies are **mixed (minor positive / minor negative)** for this IIA objective.

IIA objective 14: Reduce Hyndburn's contribution to climate change through appropriate mitigation measures

5.34 The Local Plan targets new development to existing urban areas, which may increase the densification and intensification of activity in the Borough's urban centres which has the potential to exacerbate the urban heat island effect, particularly in the larger settlements of Accrington, Great Harwood and Oswaldtwistle. However, positive effects are identified in relation to the Vision, strategic objectives and policies which seek to reduce carbon emissions; require sustainable design and construction; and deliver renewable and low carbon energy (S05, SO6, SP13, SP14, SP15, SP16, SP17).

5.35 Mixed effects are identified for policies which support sustainable transport, but also development which supports road use, or use of private vehicles. Negative effects are identified for policies which result in a net increase in travel (particularly by petrol/diesel private vehicles) and are most significant in relation to policies relating to employment and retail (SP2, SP4, EP1-EP4, SP29, SP31), housing (SP10, SP2, SP12, HP6, HP7, HP9, HP12, HP13,) and transport (SP22), which are likely to contribute to road traffic, congestion and transport-related emissions. Significant positive effects are identified for policies which support sustainable travel, the provision of sustainable travel infrastructure, and the allocation of new development in areas with good sustainable transport links which increases the opportunities for residents to use these networks (SP2, SP4, SP10, SP20, SP22, SP23, SP26, SP27, SP29, SP31, EP1, EP3, EP4, HP1, HP3).

5.36 The overall cumulative effects of the policies are **mixed (minor positive / minor negative)** for this IIA objective.

IIA objective 15: Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding

5.37 Vulnerability to the effects of climate change can be reduced by good design, development of greenspace and habitat networks, and location of development to avoid areas at risk of flooding. The Vision and Strategic Objectives support the quality of the environment, which supports climate change adaptation. Policies which directly support the protection and enhancement of greenspaces and habitat networks make a positive contribution to this objective (SP8, SP13, SP14 and SP16). Policies which support development which may increase the area of impermeable surface will impact negatively on flood risk, particularly policies SP30, HP3 and HP11 as the SFRA recommends that the Council considers withdrawal of sites H5 and H19 due to the functional floodplain unless the functional floodplain can be included in site design, or the site boundary can be redrawn to remove the functional floodplain from the boundary. These policies do not explicitly state that the functional floodplain will not be developed and therefore precautionary significant negative effects are identified until the policies are amended, or the site boundaries are revised.

5.38 Although a number of policies seek to protect developments from flood risk or from increasing flood risk elsewhere, reflecting the overall level of growth in the area which will occur on both brownfield and greenfield land, an overall **mixed effect (minor positive / minor negative)** cumulative effect is identified for this IIA objective.

IIA objective 16: Restore, enhance, maintain and expand biodiversity and geodiversity

5.39 Hyndburn has a number of resources which contribute to the green infrastructure network including the Leeds and Liverpool canal corridor, Hyndburn Greenway and local nature reserves. The Vision and Strategic Objectives and a number of other policies support the protection, expansion and enhancement of biodiversity (SO4, SP8, SP13, SP14, SP15, SP16). Negative effects may arise from development which results in the loss of greenfield land or impacts directly on habitats and species (area based policies and site-specific employment and housing policies). The site-specific housing and employment policies provide mitigation to avoid significant adverse impacts on biodiversity such as through the retention of any habitat listed on the Priority Habitat Inventory on site, or the creation of habitat connections to the green infrastructure network. However, the overall cumulative effect of the policies is a **minor negative** for this IIA objective.

IIA objective 17: Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces

5.40 Hyndburn has an attractive natural environment, and the Vision, strategic objectives and a number of policies seek to protect and restore the landscape quality of the area and directly support the provision of green infrastructure and landscaping (SP8, SP13, SP14, SP15, SP16, SP18, SP21, SP25). Policies which support development of brownfield land and the redevelopment and enhancement of urban areas will positively contribute towards achieving this IIA objective. Conversely, policies which support development on greenfield land could have adverse effects on landscape quality.

5.41 The findings of the *Stage 1 and 2 Hyndburn Landscape Assessment*⁴⁸ (2022) informed the appraisals of the Local Plan Area policies and the site-specific housing and employment policies. These policies were updated to incorporate the mitigation specified in the Landscape Assessment to reduce the significance of landscape and visual impacts including requiring high-quality landscaping; the integration of green infrastructure to the existing green infrastructure network; the incorporation of buffer planting to avoid visual effects on nearby receptors including the Leeds and Liverpool Canal and the National Cycle Network; and requiring the design to be carefully considered to reflect the location, particularly where the site is on the edge of an urban area to ensure it integrates with the wider countryside. The report also assessed the cumulative effect of the development of all sites. The report identified three key areas where cumulative effects are likely:

- Sequential effects in relation to the Leeds & Liverpool Canal corridor from the sites which lie either immediately adjacent to the canal or in the canal corridor – H10, H20, H22, EMP3, EMP5, EMP6.
- The effects of combined visibility, where sites at Whitebirk and Altham would be affected, by being adjacent to one another, or close enough that they are visible from a single viewpoint, as in the case of H20 and the Whitebirk sites.
- Where there are other planned or possible developments not part of the Local Plan, within or on the edge of the Borough which may also give rise to cumulative effects.

5.42 The sequential cumulative effects in relation to the Leeds and Liverpool Canal corridor, where a walker or other traveller on the canal or towpath is moving through the corridor, and

would experience a change in the view, are considered to be significant. It is also considered that at this scale there could be changes in the perceptual experience too, as the whole corridor becomes more urbanised, and this would also be associated with a loss of tranquillity along the affected sections of the canal corridor. There would also be effects on the canal as a wildlife corridor, with disturbance and potential loss of canal-side habitat. The mitigation measures included in the site-specific housing and employment policies address some of these issues, by restricting the extent of development immediately adjacent to the towpath or canal, recommending that new development faces the canal, creating buffer zones for wildlife, reinforcing local green infrastructure linking to the canal, and making public access to and from the towpath robust and attractive to local people.

5.43 The Landscape Assessment also considered the cumulative effects on the M65 corridor, the Ladybird Trail from Rishton and the Hyndburn Clog and concluded that they will be much less affected by the sequential effects of potential development than the canal and therefore cumulative effects are not considered significant.

5.44 The assessment considered the combined visibility of sites H20, EMP4, EMP5 and EMP6 from footpaths, roads and properties on Mellor Ridge. It concluded that, from some vantage points, these sites can be seen together. This is likely to increase the perception of the upper valley north of Rishton becoming increasingly urban. The mitigation measures included in these site-specific housing and employment policies help address this issue and limit the cumulative effects of proposed development in these locations.

5.45 The assessment also considered the cumulative effects caused by potential development of sites in the Local Plan and other large-scale developments. The community of Knuzden Brook lies immediately north of H16. Large scale development has taken place at Frontier Park immediately north of Knuzden Brook already, so this community has both existing and potential new development proposed to the north and south of it. The cumulative effects of both developments, one existing and one potential, on the area around Knuzden Brook would be perceptual rather than visual, with the area becoming more suburban in character. The mitigation proposed for site H16 can partly address this but requires the development of green infrastructure and retaining connectivity to the countryside both physically and through views, which will offset the effects of developing the site. Two sites in Accrington, H7 and H15, would be in the vicinity of the Haweswater Aqueduct Resilience Programme (HARP) which is a proposal by United

⁴⁸ Penny Bennett (2022) Hyndburn Landscape Assessment (online) Available at: <https://www.hyndburnbc.gov.uk/download-package/hyndburn-landscape-assessment-2022/>

Utilities to upgrade the large water main bringing water from Hawes Water to north Manchester. This is a major infrastructure project, and most permanent works would be below ground. The construction works include tunnel boring at Bolton Road Huncoat and mine grouting at Plantation Road Accrington. There would be some cumulative effects experienced by local people if development at sites H7 and H15 is concurrent with the HARP project. There could be effects of combined visibility for a limited period in the case of both sites.

5.46 An overall **mixed (minor positive / minor negative)** cumulative effect is identified for this IIA objective reflecting the focus on redevelopment of brownfield land and landscape improvements but also the potential for adverse effects on the landscape from the scale of growth proposed in the Borough.

IIA objective 18: Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water

5.47 There are a variety of watercourses within Hyndburn including the Leeds and Liverpool Cana. A number of these are within, or adjacent to, settlements. The area also has a notable legacy of contaminated land which can impact on water quality. The majority of policies are not identified as impacting directly on this objective. Policies which support environmental quality are identified as having positive effects (SP8, SP13, SP14, SP16, SP21). Potential significant adverse effects are identified for several site-specific employment and housing policies (EP1, EP3, EP4, HP6 and HP13) as they do not refer to the protection and, where possible, enhancement of the water quality of the Leeds and Liverpool Canal. They should also specify that new development should maximise the efficient use of water. Therefore, the overall cumulative effect of the policies is a **minor negative** for this IIA objective.

IIA objective 19: Minimise noise, light and air pollution

5.48 Noise, light and air pollution can arise from a variety of development types, with both direct and indirect effects, for example from increased traffic on transport routes. Policies which support environmental quality can minimise these

effects through providing screening and buffering effects by green infrastructure. This is reflected in the Vision, Strategic Objectives and policies which support environmental quality (SP13, SP14, SP20). Policies which support higher density development, result in increased vehicle movements or increased levels of lighting are likely to have mixed effects. The area-based policies and site-specific housing and employment policies result in an increased level of development, with additional development, lighting and vehicle movements and therefore negative effects are identified. Positive effects are also identified for these policies as they support sustainable travel, the provision of sustainable travel infrastructure, and the allocation of new development in areas with good sustainable transport links which increases the likelihood that people will use sustainable and active travel modes of transport, rather than private vehicle use, thus reducing transport-related noise and air pollution.

5.49 Although a number of policies seek to minimise the effects of development on noise, light and air pollution, reflecting the overall growth of the area an overall **minor negative** cumulative effect is identified for this IIA objective.

IIA objective 20: Value, protect and enhance soil quality and resources

5.50 Hyndburn does not include significant areas of high quality agricultural land and includes a number of brownfield and contaminated sites. Therefore, policies which direct development towards brownfield and contaminated land have positive effects on this objective, with the most significant positive effects identified for policies SP26-SP29, HP3, HP6 and HP10. However, a number of policies support development on greenfield land with associated negative effects on soil resources. The most significant negative effects are expected for SP4, SP30, SP31, EP1-EP4, H9, H12 and H13. Policies which protect and support the quality of the natural environment and greenspace resources are identified as having a positive effect (SP9, SP13, SP14, SP16, and SP22).

5.51 The overall cumulative effects of the policies are **mixed (minor positive / minor negative)** for this IIA objective.

Table 5.15: Secondary, cumulative and synergistic effects of the Pre-Submission Local Plan

IIA Objective	Effects
1. Employment	++ Significant positive effect likely
2: Economy	++ Significant positive effect likely
3: Education	+ Minor positive effect likely
4: Health	++ Significant positive effect likely
5: Crime	+ Minor positive effect likely
6. Poverty	+ Minor positive effect likely
7: Equality of Access	++ Significant positive effect likely
8. Sustainable Transport	+/- Mixed effect (minor positive / minor negative) likely
9. Housing	++ Significant positive effect likely
10: Town Centres	++ Significant positive effect likely
11. Historic Environment	+ Minor positive effect likely
12: Waste	+/- Mixed effect (minor positive / minor negative) likely
13: Natural Resources	+/- Mixed effect (minor positive / minor negative) likely
14: Climate Change	+/- Mixed effect (minor positive / minor negative) likely
15: Flooding	+/- Mixed effect (minor positive / minor negative) likely
16: Biodiversity & Geodiversity	- Minor negative effect likely
17: Landscape	+/- Mixed effect (minor positive / minor negative) likely
18: Water	- Minor negative effect likely
19: Pollution	- Minor negative effect likely
20: Soil	+/- Mixed effect (minor positive / minor negative) likely

Potential in-combination effects with other plans, policies and programmes

5.52 Hyndburn Borough abuts four other local authority areas each of which plan for their respective housing and employment needs through their own Local Plans. The effects of the planned growth within Pre-Submission Local Plan also

interact with the effects of the development and infrastructure planned at the County level by Lancashire County Council.

5.53 Table 5.15 draws on the latest regional plan, programme and project information to summarise planned housing and employment growth within the immediate vicinity over the next 20 years.

Table 5.16: Other projects, plans and programmes delivering growth in and around Hyndburn Borough

Project/Plan	Time Period	Housing Growth	Employment Growth	Strategic Infrastructure
Haweswater Aqueduct Resilience Programme (HARP)	Anticipated to begin construction in 2023 ⁴⁹	N/A	N/A	HARP is a proposal by United Utilities to upgrade the large water main bringing water from Hawes Water to north Manchester. This is a major infrastructure project, and the majority of permanent works would be below ground, the construction works include tunnel boring at Bolton Road Huncoat and mine grouting at Plantation Road Accrington.
Ribble Valley Core Strategy 2008-2028: A Local Plan for Ribble Valley (Adopted December 2014) ¹	2008-2028	5,600 dwellings	8 hectares	The adopted Local Plan outlines the development of a Strategic Site at Standen, to the south east of Clitheroe. This aims to be developed in a comprehensive and sustainable manner as a mixed site to meet a significant proportion of the Borough's housing requirement in the plan period. Notable infrastructure outlined in the adopted Local Plan: new roundabout to the Pendle Road/A59 junction required to facilitate the Standen Strategic Site, and works to improve traffic flows and capacity around Clitheroe and Whalley centres.
Ribble Valley Local Plan 2021-2038 Regulation 18 (2022)	2021-2038	2,330 dwellings	22 hectares	N/A at this stage in the Local Plan.
Burnley Burnley Local Plan (Adopted July 2018) ²	2012-2032	3,880 dwellings	66 hectares	N/A
Rossendale Rossendale Local Plan 2019 to 2036 (Adopted December 2021) ³	2019-2036	3,191 dwellings	27 hectares	Key strategic priorities outlined in the adopted Local Plan include: <ul style="list-style-type: none"> ■ Providing new employment opportunities along A56 Corridor – the A56 Rossendale Valley Growth Corridor ■ Development of Futures Park as a mixed-use site to generate employment within the east of the Borough – the Futures Park Employment Village ■ Improving links to Greater Manchester, such as the Manchester to Rawtenstall Valley Rail Link and

⁴⁹ Date correct at time of writing and sourced from: <https://www.unitedutilities.com/corporate/responsibility/stakeholders/the-haweswater-aqueduct-resilience-programme/>

Project/Plan	Time Period	Housing Growth	Employment Growth	Strategic Infrastructure
				supporting improvements to the M60, M62 and A56
Blackburn with Darwen Local Plan Part 2 (Adopted December 2015) ⁴	2011-2026	3,605 dwellings	66 hectares	The adopted Local Plan outlines Whitebirk Strategic Employment Site, adjacent to Junction 6 of the M65, as a key area for new employment development over the next 15 years. Freckleton Street, Cathedral Quarter and Furtherdate are also identified in the adopted Local Plan as key Pennine Lancashire sub-region projects affecting Blackburn with Darwen.
Local Plan 2021-2037 Regulation 19 Publication Plan Consultation ⁵⁰ (January 2022)	2021-2037	7,152 dwellings	46.4 hectares	This Local Plan releases a significant area of land from the Green Belt located at Junction 5 of the M65 in Blackburn. This strategic site is allocated for development to enable the Borough's identified employment requirements to be met in full over the plan period and represents a key part of the employment strategy of the Plan. Major infrastructure schemes outlined in the proposed Local Plan include: <ul style="list-style-type: none"> ■ Major junction improvements at: Junction 5 of the M65; Haslingden Road – Strategic Employment Site access to Blackamoor Road / Haslingden Road; A666 / Jack Walker Way (South); Goose House Lane / Chapels. ■ A new Household Waste Recycling Centre in Darwen.

5.54 It is apparent from the table above that a significant amount of development is proposed in and around Hyndburn Borough. This is likely to result in increased indirect pressure on the Borough's landscapes, green spaces and countryside, and biodiversity, and could lead to further pressure on the historic environment. Development outside the Borough would not directly affect the Borough's assets, but there could be indirect impacts e.g. development close to the Borough boundary could affect the setting of designated historic assets, new residents from neighbouring local authority areas could result in increased recreational pressure on designated biodiversity assets in the Borough, and ecological networks could be further eroded.

5.55 The combined increase in traffic flows in Hyndburn and in neighbouring authorities could result in an intensification in noise and air pollution (including increased greenhouse gas

emissions), which could in turn affect the health of existing and new residents and workers, as well as sensitive habitats and wildlife species.

5.56 There is a need to work with United Utilities, the Environment Agency and neighbouring authorities to ensure that the planned growth is taken into account in future rounds of Asset Management Planning to ensure that there is scope for the existing water resource availability and wastewater treatment works within and outside the Borough to be upgraded to respond to growth in the Borough and neighbouring authorities.

5.57 Additional waste will be generated through development in the Borough and neighbouring districts; however, this will be managed through the adopted Joint Lancashire Minerals and Waste Local Plan.

⁵⁰ Blackburn with Darwen (2022) Local Plan 2021-2037 Regulation 19 Publication Plan Consultation (pdf) Available at: <https://www.blackburn.gov.uk/planning/planning-policies-strategies-and-guides/local-plan-2021-2037>

5.58 Overall, relative to the scale of housing and employment growth across the area, the Pre-Submission Local Plan is not likely to have a major influence on the significance or distribution of environmental, social and economic effects across the area as a whole.

5.59 Generally, the geographical spread of growth and infrastructure investment across the area is considered to be disparate enough not to generate perceptibly significant environmental, social and economic effects in any particular area. The timely phasing, delivery and associated mitigation of the effects of the infrastructure investment will be key to managing the cumulative effects of these plans and projects in the Borough.

Recommendations

5.60 Table 5.17 identifies a number of recommendations in relation to the vision, strategic objectives and policies that were identified in the previous 2019 SA Report and whether these have been taken into account in the latest iteration of the Local Plan.

5.61 Table 5.18 identifies a number of recommendations following the assessment of the Regulation 19 Local Plan which indicate where the policies could be strengthened in relation to certain IIA objectives. Recommendations have not been identified against all IIA objectives and therefore only the relevant IIA objectives are included below. Any recommendations from the previous 2019 SA Report that have not been taken into account in the latest version of the plan are also identified in **Table 5.18**.

Table 5.17: Recommendations from 2019 SA Report and where they are addressed in the Regulation 19 Local Plan

	IIA objective	Recommendation from 2019 SA Report	Addressed in the Regulation 19 Local Plan
8	Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.	CS2: Huncoat Garden Village The policy could be amended to include more information on public transport links and plans for active travel.	Policy SP2: Huncoat Garden Village has been significantly expanded upon since the previous iteration and now includes comprehensive information on how developments should integrate sustainable travel solutions across all modes of transport, including through the delivery of a new link road, cycle and pedestrian infrastructure; mitigation of any road infrastructure impacts; delivery of a well-networked, safe streetscape environment that encourages by default, active modes of travel (walking and cycling) for short distances and everyday conveniences; and smart infrastructure for clean vehicular travel options, across both private and shared/passenger transport modes.
		CS5: Centre Hierarchy, Strategy and Retail Provision The policy could be amended to include greater support for public transport measures, such as a Park and Ride scheme to and from the main Town Centres as well as the provision of active travel such as rental bikes or pedestrianised areas.	Policy SP6: Centre Hierarchy, Strategy and Retail Provision has not been amended to support the delivery of public transport measures as part of the enhancement of town and retail centres.
9	Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments.	CS2: Huncoat Garden Village The policy could be revised to provide more explicit and in-depth information on the "Garden Village Principles".	Policy SP2: Huncoat Garden Village has been significantly expanded upon since the previous iteration and now includes comprehensive information on the delivery of new homes that have their own unique character, with layouts, designs and materials that create safe and attractive places to live. The policy supports developments that deliver homes that people will be proud to live in, that are adequate in size, adaptable and sustainable in design using quality, durable materials; and homes which are affordable to encourage a mixed and balanced community to establish and flourish.
10	Maintain and enhance the vitality and viability of town and retail centres.	CS25: Baxenden Policy could be more explicit in defining the support which will be provided to Baxenden Neighbourhood Centre, and how this reflects the needs of the centre.	The policy and supporting text of SP26: Accrington (Central), Baxenden and Church have been updated which requires new development to support the continued function of Baxenden Neighbourhood Centre and to continue to function, providing basic, essential needs to local residents, helping to reduce the need to travel.
11	Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic	CS2: Huncoat Garden Village The policy could be revised to incorporate some of the area's industrial past into the design of Huncoat Garden Village in order to reflect the areas heritage and	Policy SP2: Huncoat Garden Village has been significantly expanded upon since the previous iteration and now requires development to take every opportunity to embed the natural and built heritage assets of the site.

	IIA objective	Recommendation from 2019 SA Report	Addressed in the Regulation 19 Local Plan
	environment and cultural heritage.	educate the Villages future residents.	
		<p>CS16: Renewable Energy</p> <p>The policy could make clearer reference to the role of other forms of renewable energy development and the different scale of impact from wind energy development in areas of search, and renewable energy development associated with industrial or domestic locations.</p>	The supporting text of policy SP17: Renewable Energy has not been revised to make clearer reference to the role of other forms of renewable energy development apart from wind energy and the different scale of impact from wind energy development and renewable energy development associated with industrial or domestic locations.
12	Move treatment of waste up the Waste Hierarchy.	The strategic objectives could reflect the low recycling rates in the borough, and support movement of waste up the waste hierarchy.	The supporting text of the strategic objectives has not been revised to support the efficient and sustainable management of waste. This could be reflected in the supporting text of Strategic Objective 4 which seeks to conserve and enhance the environment.
14	Reduce Hyndburn's contribution to climate change through appropriate mitigation measures.	<p>CS2: Huncoat Garden Village</p> <p>The policy could be amended to include references to green infrastructure and sustainable housing design (e.g. houses could be designed to be both energy and water efficient).</p>	Policy SP2: Huncoat Garden Village has been significantly expanded upon since the previous iteration of the Local Plan and now includes comprehensive information on creating energy efficient developments that work towards zero net carbon. This includes demonstrating the use of renewable energy and energy efficiency in new buildings; incorporating measures to reduce reliance on the car through the development of alternative means of transport including public transport, cycling and walking; the provision of blue and green infrastructure; and delivering smart, sustainable and resilient infrastructure to future-proof from the impacts of climate change and to help manage resources (water, energy, waste) efficiently and sustainably.
		<p>CS13: Green Infrastructure</p> <p>The policy could be amended to include more information on how green infrastructure can mitigate against climate change.</p>	Policy SP14: Green Infrastructure has been revised since the previous iteration and the supporting text now refers to the benefits that green infrastructure can have on supporting climate change mitigation and adaptation including: ' <i>supporting healthy environments through providing urban cooling, local flood risk management, carbon sequestration, and local access to shady outdoor space</i> '.
15	Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding.	The strategic objectives could make direct reference to the impacts of climate change on the borough, and actions to address these.	The supporting text of Strategic Objective 4 has been revised to refer to the need to tackle the causes and effects of climate change and to deliver sustainable development.
		<p>CS13: Green Infrastructure</p> <p>The policy could be amended to include more information on how green infrastructure can support climate change adaptation.</p>	Policy SP14: Green Infrastructure has been revised since the previous iteration and the supporting text now refers to the benefits that green infrastructure can have on supporting climate change mitigation and adaptation including: ' <i>supporting healthy environments through providing urban cooling, local flood risk management,</i>

	IIA objective	Recommendation from 2019 SA Report	Addressed in the Regulation 19 Local Plan
			<i>carbon sequestration, and local access to shady outdoor space</i> . The supporting text also identifies how enhancements to green infrastructure can improve the water environment by reducing flood risk. It provides an example of wetlands being used for water storage in peak flows, and 'leaky dams' in open spaces.
16	Restore, enhance, maintain and expand biodiversity and geodiversity.	CS12: Sustainable Development and Climate Change The policy could be revised to refer to the protection and enhancement of sites of biodiversity and geological value as well as minimising impacts on and providing net gains for biodiversity, in line with NPPF (2018).	Policy SP13: Climate Change and Sustainable Development has been revised since the previous iteration of the Local Plan and now requires new development to mitigate against the likely effects of climate change by including greenspace, green infrastructure, landscaping and habitat-related enhancements. The footnote to this criterion refers to adhering to Policies <i>SP14: Green Infrastructure</i> , <i>SP15: Landscape Character</i> and <i>SP16: Natural Environment Enhancement</i> which require new development to protect and enhance ecological and geological resources, as well as providing a minimum 10% net gain for biodiversity.
		CS13: Green Infrastructure The policy could be amended to make reference to the importance of green infrastructure for biodiversity.	Policy SP14: Green Infrastructure has been revised since the previous iteration, however, the supporting text could be strengthened by outlining the benefits of green infrastructure for biodiversity, e.g. habitat connectivity.
17	Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces.	CS12: Sustainable Development and Climate Change The policy could be revised to also refer to protecting and enhancing valued landscapes.	Policy SP13: Climate Change and Sustainable Development has been revised since the previous iteration of the Local Plan and now requires new development to mitigate against the likely effects of climate change by including greenspace, green infrastructure, landscaping and habitat-related enhancements. The footnote to this criterion refers to adhering to Policies <i>SP14: Green Infrastructure</i> , <i>SP15: Landscape Character</i> and <i>SP16: Natural Environment Enhancement</i> which requires new development to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration, or the creation of appropriate new features.
19	Minimise noise, light and air pollution.	CS14: Landscape Character The supporting text could include explicit reference to role of light pollution in relation to landscape character and quality.	The supporting text of policy SP15: Landscape Character has not been revised to include reference to the role of light pollution in relation to landscape character and quality.
		CS12: Sustainable Development and Climate Change The policy could be revised to make specific reference to all types of potential impact, including noise, light and air pollution.	Policy SP13: Climate Change and Sustainable Development has been revised since the previous iteration of the Local Plan and has a specific section on pollution control.

Table 5.18: Recommendations following the assessment of the Regulation 19 Local Plan

	IIA objective	Recommendations following the assessment of the Regulation 19 Local Plan
4	Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all.	Policy EP2 / Site EMP4: Land between Blackburn Road and M65 slipway Policy EP2 should require the provision of active travel infrastructure.
8	Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.	Policy HP2: Land at Hopwood Street Policy HP8: Land South of Moorfield Avenue, Huncoat Policy HP6: Clayton Triangle Policy HP10: Land off Brookside Lane/Nook Lane, Oswaldtwistle These policies should require the delivery of active travel routes as part of the design of the site to encourage more sustainable travel which will help to reduce traffic congestion and transport-related emissions in the Borough.
		Policy HP9: Land south of Stanhill Road, Knuzden Policy HP12: Land to the northeast of Cut Lane Policy HP13: Land off Fielding Street and Barn Meadow Crescent These policies should include a requirement for a transport assessment to be undertaken.
		Policy HP7: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane The policy should include a requirement for a transport assessment to be undertaken and the provision of active travel routes as part of the design of the site.
11	Protect and enhance the character and built quality of settlements and neighbourhoods and the borough's historic environment and cultural heritage.	A detailed assessment of sites with potential adverse effects in relation to IIA objective 11: Historic environment should be undertaken to identify the contribution the sites make towards the significance of the heritage assets in their vicinity and to determine what impact the loss of these sites and their subsequent development might have upon the significance of the heritage assets.
		SP17: Renewable Energy The policy could make clearer reference to the role of other forms of renewable energy development and the different scale of impact from wind energy development, and renewable energy development associated with industrial or domestic locations.
12	Move treatment of waste up the Waste Hierarchy.	Strategic Objective 4 should be updated to support the efficient and sustainable management of waste.
15	Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding.	Policy EP2 / Site EMP4: Land between Blackburn Road and M65 slipway Policy EP3 / Site EMP5: Land between Blackburn Road, Sidebeet Lane & Leeds and Liverpool Canal Policy EP4 / Site EMP6: Land north of railway line between Sidebeet Land and Leeds and Liverpool Canal Policy HP1: Land at Charter Street

	IIA objective	Recommendations following the assessment of the Regulation 19 Local Plan
		<p>Policy HP2: Land at Hopwood Street</p> <p>Policy HP4: Land north of Sandy Lane</p> <p>Policy HP5: Ringstonhalgh Farm</p> <p>Policy HP6: Clayton Triangle</p> <p>Policy HP7: Land bound by Park Road, Balfour Street, Wood Street and Heys Lane</p> <p>Policy HP8: Land South of Moorfield Avenue, Huncoat</p> <p>Policy HP9: Land south of Stanhill Road, Knuzden</p> <p>Policy HP13: Land off Fielding Street and Barn Meadow Crescent</p> <p>In accordance with the findings of the Strategic Flood Risk Assessment, the policy should be updated to require a Flood Risk Assessment of the site.</p>
		<p>Policy HP3: Woodnook Works, Bath Street</p> <p>The policy should be updated to specify that the functional floodplain should be free from development and included in the site design as a SuDS feature.</p>
16	Restore, enhance, maintain and expand biodiversity and geodiversity.	<p>Policy HP2: Land at Hopwood Street</p> <p>Policy HP3: Woodnook Works, Bath Street</p> <p>These policies should seek to protect and, where possible, enhance habitat connections to the Woodnook Vale LNR.</p>
		<p>Policy HP9: Land south of Stanhill Road, Knuzden</p> <p>Policy HP9 should seek to protect and, where possible, enhance habitat connections to the Arran Trail LNR.</p>
17	Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces.	<p>Policy SP26: Accrington (central), Baxenden and Church</p> <p>Policy HP4: Land north of Sandy Lane</p> <p>Policy HP8: Land South of Moorfield Avenue, Huncoat</p> <p>These policies should consider the potential cumulative adverse effects if site H7 and H15 are developed concurrent with the Haweswater Aqueduct Resilience Project and apply appropriate mitigation.</p>
		<p>Policy SP30: Oswaldtwistle and Knuzden</p> <p>Policy SP30 should specify that there is potential for adverse cumulative effects on the Hyndburn Clog and require mitigation to allow site GT5 to be developed.</p>
		<p>Policy SP31: Rishton and Whitebirk</p> <p>Policy SP31 should consider the potential cumulative effects on the landscape character of Rishton and Whitebirk if sites H12, H13, EMP4, EMP5 and EMP6 are all developed.</p>
18	Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water.	<p>Policy SP21: The Leeds and Liverpool Canal</p> <p>Policy EP1 / Site EMP3: Land to S. of Altham Business Park</p> <p>Policy EP2 / EMP4: Land between Blackburn Road and M65 slipway</p> <p>Policy EP3 / Site EMP5: Land between Blackburn Road, Sidebeet Lane & Leeds and Liverpool Canal</p>

Chapter 5

Integrated Impact Assessment Findings of the Local Plan Policies

Integrated Impact Assessment of Hyndburn 2037: The Local Plan
November 2023

	IIA objective	Recommendations following the assessment of the Regulation 19 Local Plan
		<p>Policy EP4 / Site EMP6: Land north of railway line between Sidebeet Land and Leeds and Liverpool Canal</p> <p>Policy H6 / Site H10: Clayton Triangle</p> <p>Policy HP12: Land to the northeast of Cut Lane</p> <p>Policy HP13: Land off Fielding Street and Barn Meadow Crescent</p> <p>These policies should be updated to refer to the protection and, where possible, enhancement of the water quality of the Leeds and Liverpool Canal. They should also specify that new development should maximise the efficient use of water.</p>

Chapter 6

Monitoring

6.1 The SEA Regulations require that *“the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action”* and that the environmental report should provide information on *“a description of the measures envisaged concerning monitoring”*. Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

6.2 Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and the significant effects where there is uncertainty in the IIA and where monitoring would enable preventative or mitigation measures to be taken.

6.3 **Table 6.1** sets out a number of suggested indicators for monitoring the potential sustainability effects of implementing the Local Plan and draws on Hyndburn Borough Council’s Authority Monitoring Report and the SA Report for the Development Management Policies DPD. The proposed monitoring framework is aligned with the monitoring framework set out in the [Development Management DPD Sustainability Appraisal Report](#) (Arcadis, 2016), and the [Hyndburn Borough Council Authority Monitoring Report 2018-19](#) (latest version).

6.4 The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations (e.g. the Environment Agency) can also be used as a source of indicators. It is therefore recommended that HBC continues the dialogue with statutory environmental consultees and other stakeholders that has already been commenced, and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

Table 6.1: Proposed monitoring indicators

IIA objective	Appraisal Questions	Proposed Monitoring Indicators
Employment, Economy and Education		
1. Support, maintain or enhance the provision of skilled, local or easily accessible employment opportunities, suited to the changing needs of the local workforce.	1.1 Generate employment opportunities for local people particularly in managerial, professional and technical professions. 1.2 Provide flexible employment land near to the workforce or provide opportunities easily accessible by public transport. 1.3 Help to increase diversity of job opportunities.	Overall employment rate in the Borough. Annual take-up of employment land.
2. Maintain or enhance conditions that enable a sustainable economy and continued investment.	2.1 Support the development, resilience and growth of the local economy in Hyndburn. 2.2 Support lifelong learning and training to attract and retain a highly skilled workforce.	Gross Value Added (GVA) for Hyndburn Borough, compared to GVA for northwest England.
3. Raise educational achievements throughout the Borough.	3.1 Improve the provision of education infrastructure and ensure that it meets projected future demand and need.	Working age population qualified to at least (NVQ) Level 3 or higher.
Communities		
4. Improve the health of the people of Hyndburn, reduce disparities in health geographically and demographically, and encourage healthy living for all.	4.1 Help to reduce inequalities in health geographically and demographically. 4.2 Improve access to healthcare services. 4.3 Provide opportunities to improve health and amenity through delivery of green infrastructure, enhanced public rights of way and improved access to recreation as part of developments. 4.4 Avoid or minimise adverse effects on the quality and extent of existing recreational assets.	Healthy life expectancy at age 65. Area and quality of open space in the Borough. Development of active travel routes in the Borough.
5. Reduce and prevent crime/fear of crime and anti-social behaviour in the Borough.	5.1 Enhance community safety and security through design measures, and reduce crime or fear of crime and anti-social behaviour.	Crime levels per 1,000 population. Types of crime reported.

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IIA objective	Appraisal Questions	Proposed Monitoring Indicators
6. Reduce poverty and, promote equality and social inclusion by closing the gap between the most deprived areas in the borough and the rest of the Borough.	6.1 Ensure easy and equitable access to and provision of services and opportunities, including jobs and learning, and avoid negative impacts on different groups of people because of their ethnicity, gender, religion, disability, sexuality or age.	Position within Index of Multiple Deprivation.
7. Improve equality of access to and engagement in quality cultural, educational, leisure, sporting, recreational and community activities for all.	7.1 Maintain or increase the type or quality of facilities in areas where there is need, ensuring easy and equitable access by sustainable modes of transport.	Adult participation in sport. Engagement in local sports. Number of parks in Hyndburn with Green Flag Status.
Transport		
8. Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.	8.1 Promote more sustainable transport patterns and reduce the need to travel by private car particularly in areas suffering from congestion. 8.2 Improve the quality and/or provision of integrated transport options. 8.3 Increase the use of public transport, cycling and walking. 8.4 Promote a shift of freight from road to rail.	Children killed or seriously injured in road traffic accidents. Development of active travel routes in the Borough.
Built Environment		
9. Provide everyone with the opportunity to live in good quality, affordable housing of the right type and tenure, in clear, safe and pleasant local environments.	9.1 Increase access to high quality housing to meet people's needs (e.g. tenure, aspirations, location, affordability, size and type, accessible to disabled people). 9.2 Increase the supply of affordable housing. 9.3 Reduce the percentage of unfit homes/empty homes. 9.4 Improve the energy and resource efficiency of homes and reduce fuel poverty and ill-health. 9.5 Improve the condition and diversity of the housing stock. 9.6 Increase the use of sustainable design techniques, improve the quality of housing and use sustainable building materials in construction.	Net additional homes provided. Number of affordable homes delivered. Supply of ready to develop housing sites. Housing completions by location, tenure, type and bedrooms. Percentage of new homes built on previously developed land. Number of new homes (%) built within Council Tax bands F, G, H. Number of dwellings demolished.

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IIA objective	Appraisal Questions	Proposed Monitoring Indicators
<p>10. Maintain and enhance the vitality and viability of town and retail centres.</p>	<p>10.1 Strengthen the Borough's retail offering in order to reduce outflow of retail spending.</p> <p>10.2 Support or create high quality public realm and community/amenity space that is safe and encourages positive community interaction.</p> <p>10.3 Help reduce the number of vacant properties and support vitality.</p>	<p>Rateable value of the area.</p> <p>Diversity of main town centre uses (by number, type and amount of floorspace).</p> <p>Shopping rents.</p> <p>Proportion of vacant street level property and length of time properties have been vacant.</p> <p>Pedestrian flows.</p>
<p>Historic Environment</p>		
<p>11. Protect and enhance the character and built quality of settlements and neighbourhoods and the Borough's historic environment and cultural heritage.</p>	<p>11.1 Conserve and, where appropriate, enhance those elements which contribute to the significance of designated and undesignated heritages assets in a manner appropriate to their significance including Conservation Areas, Listed Buildings, archaeological remains, and areas of historical heritage and cultural value e.g. locally listed buildings.</p> <p>11.2 Prevent development which is inappropriate in scale, form or design to its setting or to its function or local area.</p> <p>11.3 Encourage development that creates and sustains well-designed, high quality built environments that incorporate green space and biodiversity, and promote local distinctiveness and sense of place.</p>	<p>Percentage of new homes built on previously developed land.</p> <p>% of Conservation Areas within the Borough with an up-to-date Conservation Area Appraisal and Management Plan.</p> <p>Number of listed buildings on at risk register.</p>
<p>Resource Consumption and Climate Change</p>		
<p>12. Move treatment of waste up the Waste Hierarchy.</p>	<p>12.1 Minimise disposal of all forms of waste.</p> <p>12.2 Promote the re-use, recycling and recovery of waste.</p>	<p>Levels of fly tipping.</p> <p>Proportion of household waste recycled and composted.</p> <p>Amount of waste sent to landfill.</p>
<p>13. Use natural resources and energy more efficiently.</p>	<p>13.1 Maximise energy efficiency and minimise the consumption of non-renewable energy i.e. from fossil fuels.</p>	<p>Percentage of new homes built on previously developed land.</p> <p>Density of new housing development.</p> <p>Number of existing buildings redeveloped.</p>

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IIA objective	Appraisal Questions	Proposed Monitoring Indicators
	<p>13.2 Minimise the consumption of water, land, soil, minerals, aggregates and other raw materials by all e.g. through integrated transport, sustainable resource-efficient design, local sourcing of food, goods, materials, etc.</p> <p>13.3 Encourage the re-use/enhancement (to high standards of sustainable resource-efficient design) of existing buildings and promote the use of recycled and secondary materials in construction.</p>	
<p>14. Reduce Hyndburn's contribution to climate change through appropriate mitigation measures.</p>	<p>14.1 Reduce the borough's contribution to climate change by reducing greenhouse gas emissions from transport, domestic, commercial and industrial sources.</p> <p>14.2 Promote energy efficiency by encouraging the use of energy efficient buildings and plant, and the use of appropriate renewable or lower carbon energy sources in developments.</p>	<p>Per capita CO₂ emissions in local authority area.</p> <p>Renewable energy generated within the Borough.</p>
<p>15. Reduce the vulnerability of Hyndburn to the effects of climate change including risk of flooding.</p>	<p>15.1 Reduce flood risk both presently and taking into account climate change.</p> <p>15.2 Prevent inappropriate development of the floodplain, and include flood protection systems.</p> <p>15.3 Include sustainable drainage systems (SuDS) where appropriate.</p>	<p>Number of properties built in areas of Flood Zone 3.</p> <p>Number of planning permissions granted contrary to Environment Agency advice.</p>
<p>Natural Environment</p>		
<p>16. Restore, enhance, maintain and expand biodiversity and geodiversity.</p>	<p>16.1 Protect and enhance habitats of international, national, regional or local importance.</p> <p>16.2 Protect international, national, regional or locally important terrestrial or aquatic species.</p> <p>16.3 Protect geological sites of national, regional or local importance.</p> <p>16.4 Maintain wildlife corridors and minimise fragmentation of ecological areas and green spaces.</p> <p>16.5 Provide opportunities for enhancing biodiversity and achieving net gains in biodiversity.</p>	<p>Number of designated sites and area (ha).</p> <p>Biodiversity Action Plan (BAP) habitats and species.</p> <p>Percentage of development on greenfield land.</p>

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IIA objective	Appraisal Questions	Proposed Monitoring Indicators
17. Protect, enhance and restore the landscape quality of Hyndburn, including its rural areas and open spaces.	17.1 Enhance and protect landscape character and quality including historic landscapes, open spaces, parks and gardens and their settings.	Percentage of development on brownfield or contaminated land. Percentage of development on greenfield land.
18. Protect and enhance the quality and quantity of watercourses and waterbodies, and maximise the efficient use of water.	18.1 Protect and enhance the quality and quantity of watercourses and surface water and groundwater waterbodies. 18.2 Maximise the efficient use of water.	Percentage of rivers classified as achieving good/fair status and the Water Framework Directive status of watercourses.
19. Minimise noise, light and air pollution.	19.1 Minimise air, noise and light pollution and the potential for such pollution.	Number of noise related complaints submitted to HBC. Declaration of Air Quality Management Area.
20. Value, protect and enhance soil quality and resources.	20.1 Encourage the remediation of contaminated and derelict land. 20.2 Continue to prioritise the location of new developments to previously developed sites in preference to greenfield locations.	Percentage of development on brownfield or contaminated land. Percentage of development on greenfield land.

Chapter 7

Conclusions

7.1 The proposed site and policy options included in the Local Plan have been subject to a detailed appraisal against the IIA objectives which were developed at the Scoping stage of the SA process.

7.2 A key consideration for Hyndburn Local Plan is the need to support regeneration and economic growth in the area, whilst supporting the quality of the natural and historic environment and the wellbeing of the area's residents. The Local Plan proposes a range of housing, employment and other development, including Huncoat Garden Village to support the future economic growth of the area, and provide a range of housing and employment opportunities.

7.3 Across the policies several negative effects have been identified in relation to the natural environment, however, there are a number of policies which aim to protect and enhance the economic, social and environmental conditions of the Borough.

Next Steps

7.4 HBC is inviting comments on this IIA Report which relates to the Regulation 19 (Pre-Submission) Local Plan.

7.5 Following the consultation period, the responses will be reviewed and addressed as appropriate. The findings of the IIA and the outcomes of the consultation will be taken into account by Hyndburn Borough Council as it prepares the next iteration of the Local Plan. The IIA will then be updated to reflect that version of the Local Plan and further consideration will be given to potential mitigation measures as well as the approach to monitoring the likely significant effects of the plan.

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