Proposed Main Modifications to the Hyndburn Local Plan

January 2026

Please note:

- Deleted text is shown as strike through e.g. ~~Site~~
- New text is shown underlined and in underlined bold black e.g. **Site**
- Any reference to paragraph or page numbers relate to the plan as submitted (HBC1.001). Final numbering will be set out in the final version of the plan.

<table>
<tr><th>Ref</th><th>Issue</th><th>Page/Policy/Para and section of Publication Local Plan (HBC1.001)</th><th>Amendment</th><th>Reason for Change</th></tr>
<tr><td>0</td><td>Table i: Local Plan Areas and development projections</td><td>Table i: Local Plan Areas and development projections, Executive Summary, page iii</td><td>Table i: Local Plan Areas and development projections
<table>
<tr><th>Local Plan Area</th><th>Projected Housing delivery (no. of dwellings) on site allocations</th><th>Projected Housing delivery and completions (no. of dwellings) on committed* sites</th><th>Employment allocations (new): gross site area (approx. hectares)[2]</th></tr>
<tr><td>Accrington (Central), Baxenden and Church</td><td>171</td><td>373</td><td>0</td></tr>
<tr><td>Clayton-le-Moors and Altham</td><td>~~46~~173</td><td>~~148~~ 21</td><td>51.6</td></tr>
<tr><td>Great Harwood</td><td>0</td><td>336</td><td>0</td></tr>
<tr><td>Huncoat</td><td>1,558</td><td>88</td><td>0</td></tr>
<tr><td>Oswaldtwistle and Knuzden</td><td>301</td><td>161</td><td>0</td></tr>
<tr><td>Rishton and Whitebirk</td><td>288</td><td>94</td><td>42.8</td></tr>
</table>
* sites which have or have previously had planning permission for housing or are under construction as of the start of the Plan period (minus any completions since start of Plan period, as of 01/04/24~~3~~)</td><td>Figures updated to 2024.</td></tr>
<tr><td>0</td><td></td><td>Page iii, Table i : Local Plan Areas and development projections</td><td>Clayton-le-Moors and Altham
Projected Housing delivery (no. of dwellings) on site
allocations ~~173~~ <u>46</u>
Projected Housing delivery and
completions (no. of dwellings)
on committed*
sites ~~21~~ <u>148</u></td><td>Adjusted housing numbers to remove site H10 (Clayton Triangle) as the site is under development.</td></tr>
<tr><td>0.5</td><td>Neighbourhood Plans</td><td>Page 2, paragraof 1,4, Introduction text.</td><td><u>New paragraph under 1.4, (</u>“There are currently no neighbourhood plans in Hyndburn” has been moved down from paragraph 1.4).</td><td>Added for effectiveness.</td></tr>
</table>

		.	**1.5** There are currently no neighbourhood plans in Hyndburn. **Where a simple majority of people voting in a public referendum are in favour of adopting a neighbourhood plan, it will become part of the Development Plan. Its policies can then be used to determine applications for planning permission within the area it covers.**	
4	**Vision and Strategic objectives**	Page 4, paragraph 2.1, Vision and Strategic objectives, The Vision for Hyndburn	In 2040 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 high quality built and historic environment,** a healthy natural environment and its response to climate change, and the special qualities of Huncoat Garden Village.	Added for effectiveness.
9	**Vision and Strategic objectives** **Strategic Objective 4**	Page 9, Strategic Objective 4, Vision and Strategic objectives.	To Conserve and, where appropriate, enhance a valued urban, ~~and~~ rural **and historic** environment that is ready to address the causes and effects of climate change.	Added for effectiveness.
20	**Policy SP1: The Spatial Development Strategy**	Page 20, Policy SP1: The Spatial Development Strategy	4) Sufficient land will be made available in the Borough to meet the identified requirement for employment land over the Plan period of **approximately** 70 hectares.	Added for effectiveness.
29	**SP3 Planning Obligations**	Page 29-30, Policy SP3: Planning Obligations, Part 1.	1) In order to secure sustainable development and ensure that development proposals meet the reasonable costs of new infrastructure, facilities or services needed as a direct result of the development, the Council will seek to secure the provision through the use of planning conditions and/or Section 106 obligations or agreements, in line with the tests set out in ~~paragraph 57 of~~ **the** NPPF.	Amended for effectiveness.
29	**SP3 Planning Obligations**	Page 29-30, Policy SP3: Planning Obligations, Part 3.	~~3) The Council may consider the introduction a separate delivery mechanism for the Huncoat Garden Village proposals set out in Policy SP2: Huncoat Garden Village.~~	Amended for clarity, now covered in SP2 part 4.
29	**General**	Page 29, Policy SP2 Huncoat Garden Village, para 3.25 of supporting text.	~~3.25 Due to the strategic significance of development at Huncoat, the Local Plan includes a specific housing trajectory for this location 37 . This is included in the housing trajectory for the Borough wide housing requirement which is set out in Policy SP10: Housing Provision.~~	Para 3.25 deleted as inaccurate.
33	**Strategic**	Page 33, para 4.18	4.18 It is proposed to produce detailed Masterplans for the two strategic employment sites at Whitebirk and	Amended for

<table>
<tr><td></td><td>Employment Site Masterplans</td><td>Strategic Employment Site Masterplans</td><td>Altham. When finalised, future development must be based on the provisions of these Masterplans and <u>have regard</u> ~~adhere~~ to recommendations within them.</td><td>effectiveness.</td></tr>
<tr><td>34</td><td>Policy SP4 The Economy and Town Centres</td><td>Page 34, Policy SP4 The Economy and Town Centres</td><td>1) The Council will make provision for <u>approximately</u> 70 hectares of land for employment uses over the period 2021-40. This will include the allocation of the strategic employment sites set out in Table 1 below. In particular:</td><td>Amended for effectiveness.</td></tr>
<tr><td>34</td><td>Policy SP4 The Economy and Town Centres</td><td>Page 34, Policy SP4 The Economy and Town Centres</td><td>2) The Council will monitor the proportion of B2 and B8 uses ~~and the proposed number of jobs~~ coming forward on these sites.</td><td>Amended for effectiveness.</td></tr>
<tr><td>34</td><td>Policy SP4 The Economy and Town Centres</td><td>Page 34, Policy SP4 The Economy and Town Centres</td><td>~~3) Land to the East of Altham Lane, between the East Lancashire Railway and M65 Motorway at Huncoat (Site S2) will be safeguarded for the development of a rail freight terminal only and be subject to appropriate access arrangements being identified. Development that would prejudice the development of a rail freight terminal at the location will not be supported.~~</td><td>Removed for duplication of Policy SP2 parts 5 and 6</td></tr>
<tr><td>35</td><td>Policy SP4 Employment Provision and Strategic Sites</td><td>Page 35, Policy SP4 The Economy and Town Centres, Table 1.</td><td>
<table>
<tr><th>Site Ref.</th><th>Prev. Site Ref.</th><th>Site Name</th><th>Local Plan area</th><th>Gross Site Area (ha) – approx.</th><th><u>Indicative Net Developable Site Area (ha) - approx</u></th></tr>
<tr><td>EMP1</td><td>250</td><td>Land west of J7 Business Park</td><td>Clayton-le-Moors and Altham</td><td>4.4</td><td><u>4.4</u></td></tr>
<tr><td>EMP2</td><td>172</td><td>Moorfield Industrial Estate</td><td>Clayton-le-Moors and Altham</td><td>1.7</td><td><u>1.7</u></td></tr>
<tr><td>EMP3</td><td>267</td><td>Land to S. of Altham Business Park</td><td>Clayton-le-Moors and Altham</td><td>45.5</td><td><u>36.8</u></td></tr>
<tr><td>EMP4</td><td>228</td><td>Land between Blackburn Rd and M65 slipway</td><td>Rishton and Whitebirk</td><td>4.0</td><td><u>2.28</u></td></tr>
<tr><td>EMP5</td><td>229</td><td>Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway</td><td>Rishton and Whitebirk</td><td>18.1</td><td><u>8.73</u></td></tr>
<tr><td>EMP6</td><td>230</td><td>Land N. of railway line between Sidebeet Lane and Leeds & Liverpool Canal</td><td>Rishton and Whitebirk</td><td>20.7</td><td><u>18.56</u></td></tr>
<tr><td></td><td></td><td>TOTAL</td><td></td><td>94.4~~*~~</td><td><u>72.74</u></td></tr>
</table>
</td><td>Amended for effectiveness.</td></tr>
</table>

36	**Policy SP5 Protection, Modernisation and Development of Employment sites**	Page 36-37, Policy SP5 Protection, Modernisation and Development of Employment sites, Section 1 and 5.	1) Existing employment sites are identified on the Policies Map, along with strategic employment hubs. Quality assessments of existing employment sites will be used as **the basis** ~~a framework~~ for determining planning applications. **Where a quality assessment is considered to be out of date or absent, applicants may undertake their own in accordance with the method detailed in the Council's latest published assessments.**	Amended for effectiveness. Point 5 of policy merged with point 1 to aid clarity.
36	**Policy SP5 Protection, Modernisation and Development of Employment sites**	Page 36-37, Policy SP5 Protection, Modernisation and Development of Employment sites, Section 4.	4) Proposals for the redevelopment of existing employment sites away from a B use class to one that retains some form of significant employment 47 on the site will be considered more **favourably** ~~flexibly~~ than proposals for residential use. ~~The development of retail uses on employment sites will not be supported.~~	To avoid contradiction and aid clarity.
36	**Policy SP5 Protection, Modernisation and Development of Employment sites**	Page 36-37, Policy SP5 Protection, Modernisation and Development of Employment sites, Section 4.	6) In all cases, redevelopment for alternative uses should not prejudice the operating conditions of other remaining employment uses, ~~in line with the Agent of Change principle set out in NPPF.~~	Amended for effectiveness.
37	**Policy SP5 Protection, Modernisation and Development of Employment sites**	Page 37, Policy SP5 - Protection, Modernisation and Development of Employment Sites, Section 4, footnote 46.	~~46. for example retail or leisure uses~~	To avoid contradiction and aid clarity
37	**Policy SP5 Protection, Modernisation and Development of Employment sites**	Page 37, Policy SP5 - Protection, Modernisation and Development of Employment Sites, para 4.29	4.29 In order to demonstrate that there is no current or likely future demand for the site or premises for employment uses the site should be marketed by at least one commercial agent for employment purposes~~49~~ for at least ~~18~~ **12** months.	Amended for effectiveness.
39	**Policy SP6 Centre Hierarchy, Strategy and Retail Provision**	Page 39,Policy SP6 Centre Hierarchy, Strategy and Retail Provision, part 3	3) The Council recognises the complementary role that other commercial locations can play in the local retail hierarchy. The Council will support their future development in line with the strategy set out below, subject to development taking place in a manner that supports the future vitality and viability of the ~~formal~~ **defined** town and local centres	Amended for effectiveness.
39	**Policy SP6 Centre**	Page 39,Policy SP6 Centre		Amended for

	Hierarchy, Strategy and Retail Provision	Hierarchy, Strategy and Retail Provision,	The Peel Centre (Whitebirk) ~~Predominantly bulky goods~~ **Large scale** retail **and leisure** destination with ancillary uses to support retailing on the site and the strategic employment hub at Whitebirk/Frontier Park	clarity.
43	**Policy SP7 Accrington Town Centre**	Page 43, Policy SP7 Accrington Town Centre, part 2.	2) Developments affecting a heritage asset should ~~sustain~~ **conserve** and enhance the significance of the heritage asset and new development should make a positive contribution to the character and distinctiveness of Accrington.	Amended for effectiveness.
46	**Policy SP8 Open Space Provision**	Page ~~48~~ 46~~,~~ Policy SP8 Open Space Provision, part 1b.	b) Protect and enhance existing open space provision in accordance with ~~Paragraph 99 of~~ **the** NPPF and with criteria set out in Policy DM21.	Amended for effectiveness.
48	**Policy SP9 Provision of Community Facilities**	Page 48, Policy SP9 Provision of Community Facilities, part 2.	2) The Council will support proposals for new or improved sports, recreation, health, community and cultural facilities, seeking to protect and enhance a range of facilities to support the social well-being of the Borough's residents. Where the loss of a facility is threatened through redevelopment **or change of use**, the criteria set out in Policy DM7 will be used to assess development proposals. In the case of loss of sport or recreational facilities, including playing fields, relevant national policies ~~paragraph 99 of NPPF~~ will be applicable.	Amended for effectiveness.
49	**Policy SP9 Provision of Community Facilities**	Page 49, Policy SP9 Provision of Community Facilities, supporting text.	**New paragraph below paragraph number 5.9:** **There is a presumption against the loss of playing fields, sport and recreational facilities. Proposals involving the loss and/or replacement of such facilities should demonstrate that the population benefitting from the original sites or facilities will not be underprovided or subjecting to worsening. Only in exceptional circumstances will the Council support proposals where replacement facilities or sites are not delivered in advance of such facilities in undergoing redevelopment.**	Added for soundness and following comments from Sports England at the Reg19 consultation.
	Policy SP10: Housing Provision (including affordable housing)	Page 50-51,-Policy SP10: Housing Provision (including affordable housing), Table 2	2) Seek to maximise the opportunities for the delivery of affordable housing where viable. New housing developments of 10 or more dwellings or with a site area of 0.5 hectares or more should provide 20% affordable housing unless it can be demonstrated, to the satisfaction of the Council, that this would not be viable. Residential developments should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities, in Hyndburn Local Plan 2040 (Strategic Policies and Site Allocations): (Submission version) – March 2025 51 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;	Amended for effectiveness.
52	**Policy SP10:**	Page ~~50-51,~~ 52 Policy	Table amended to remove Clayton Triangle H10 and Land at Hopwood Street and take overall housing allocation	Factual update

	Housing Provision (including affordable housing)	SP10: Housing Provision (including affordable housing), Table 2	figure from 2,491 to 2,314.	to aid clarity.
55	**Policy SP10: Housing Provision (including affordable housing)**	Page 55, Figure 5: Hyndburn Borough housing trajectory 2021-2040, Explanatory text for Policy SP10: Housing Provision (including affordable housing)	An updated housing trajectory will be added to Figure 5.	Amended for effectiveness.
56	**Affordable Housing**	Page 56, para. 6.10, Explanatory text for Policy SP10: Housing Provision (including affordable housing)	6.10 The Council acknowledges that economic circumstances may alter during the plan period and in addition grant assistance may assist the delivery of higher numbers of affordable homes on sites where viability is an issue. As such, 20% is considered to remain an appropriate starting point for affordable housing requirements in this plan. Policy SP10 refers to the fact that affordable housing provision will be sought 'where viable'. Further information is provided in DM DPD Policy DM12 on how viability will be taken into account in determining affordable housing requirements. **It should be noted that Policy DM12 has outdated thresholds for affordable housing provision compared to the latest evidence. Therefore, where SP10 is found to contradict DM12, the thresholds in Policy SP10 would take precedent.**	Amended for effectiveness.
62	**Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision**	Page 62, Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision, Part 1.	1) The Council will make adequate provision for the needs of Gypsies and Travellers and Travelling Showpeople up to **2040** ~~2037~~ by:	Factual update to aid clarity.
62	**Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision**	Page 62, Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision, Part 1b.	1b) protecting existing permanent sites which are authorised for Gypsy and Traveller and Travelling Showpeople use. **These are identified on the policies map.**	Amended for effectiveness.
62	**Policy SP12 Gypsy and Traveller and Travelling Showpeople**	Page 62, Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision, Part 4.	**4) Any development brought forward on sites GT4 and GT5 will be required to provide compensatory improvements to the environmental quality and accessibility of remaining Green Belt land, to contribute to offsetting the impact.**	Amended for effectiveness.

	Provision			
63	**Policy SP12 Gypsy and Traveller and Travelling Showpeople Provision**	Page 63, para 6.32, Policy SP12 Gypsy, Traveller and Travelling Showpeople Provision, Supporting text.	6.32 A number of established Gypsy and Traveller sites are located within the Borough. The Council's Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) 2019 evidences the need for gypsy and traveller pitches in the Borough over the plan period. **The GTAA identified a cultural need of 53 pitches pitches over the period 2020/21 to 2039/40.** No requirement for travelling showperson plots was identified.	Amended for effectiveness.
65	**Policy SP13 Climate Change and Sustainable development**	Page 65, Policy SP13 Climate Change and Sustainable development, part a	The Council propose the following main modification to Policy SP13: ~~*a. Adhering to any national or local policy or guidance on climate change measures or technical standards relating to energy use in place at the time of the proposed development, such as the Future Homes / Buildings Standard;*~~	Amended for effectiveness.
65	**Policy SP13 Climate Change and Sustainable development**	Page 65, Policy SP13 Climate Change and Sustainable development, part g	~~G~~ **7.** Improving water efficiency ~~standards~~ by incorporating measures to recycle and conserve water resources via on-site attenuation;	Amended for effectiveness.
65	**Policy SP13 Climate Change and Sustainable development**	Page 65, Policy SP13 Climate Change and Sustainable development, part p	~~p~~**. 16. Ensuring the safeguarding of the long-term capability of the best and most versatile agricultural land (Grades 1, 2 and 3a).**	Amended for effectiveness.
71	**Policy SP14: Green Infrastructure**	Policy SP14: Green Infrastructure, Page 71	Green Infrastructure resources will be protected, enhanced and extended; by linking these resources, a multi-functional Green Infrastructure network will be created (including **any Local Nature Recovery Strategies and** an eventual Nature Recovery Network87) **to help increase biodiversity, provide wider environmental benefits to tackle climate change and deliver opportunities for outdoor recreation and strengthen the Borough's landscape character.** Where developments are within, or in close proximity to, the Green Infrastructure network they will be expected to contribute towards its protection and enhancement.	Amended for effectiveness.
74	**SP16 Natural Environment Enhancement**	Page ~~72~~ 74, SP16 Natural Environment Enhancement, part 1b	1b. Firstly seeks to avoid significant harm to biodiversity; if this cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, planning permission will be refused (as set out in the ~~paragraph 180 of~~ NPPF);	Amended for effectiveness.
74	**SP16 Natural Environment Enhancement**	Page ~~72~~, 74 SP16 Natural Environment Enhancement, part 1b	1c. ~~Secures a minimum of 10% measurable biodiversity net gain~~ **Complies with the statutory Biodiversity Net Gain requirements** and ensures that on-going management measures are in place; and"	Amended for effectiveness.

74	**SP16 Natural Environment Enhancement**	Page ~~72,~~ 74 SP16 Natural Environment Enhancement, part 1d	1d. Contributes towards an effective ecological network through **the** expansion and re-connection of environmental resources, **having regard to the priorities and spatial proposals set out in the** ~~identified in the~~ Local Nature Recovery Strategy, Green Infrastructure Network and other areas of Green Infrastructure, particularly where such improvements would complement local regeneration priorities and improvements to health and well-being.	Amended for effectiveness.
75	**SP16 Natural Environment Enhancement**	Page 75, para. 7.35 Explanatory text Policy SP16	7.35 Measures that enhance, expand and connect these resources will contribute towards the development of a robust ecological framework in a manner that addresses the priorities of the Lancashire Biodiversity Action Plan and issues of habitat fragmentation and species isolation. The Council will be seeking to identify a Nature Recovery Network to help meet these aims. **This will form part of the Local Nature Recovery Strategy (LNRS). The core purpose of LNRS is to help the reverse of the ongoing decline of biodiversity and nature. LNRS aims to help restore and connect habitats so that species can thrive; the process will ensure local partners collaborate to agree the priorities for the best activities and locations to inform local nature recovery. LNRS became mandatory in April 2022 and each strategy will enable local partners to deliver three objectives for the area that it covers: Mapping of the most valuable existing habitat for nature; Mapping specific proposals for creating or improving local habitats both for nature and wider environmental goals; and Co-ordinating agreement of a local list of biodiversity priorities to inform nature recovery.**	Additional text requested by the Natural England.
76	**SP16 Natural Environment Enhancement**	Page ~~75~~ 76 , para. 7.42 Explanatory text Policy SP16	7.42 New development should be sited and designed to minimise impacts on natural resources, but where impacts arise it will be necessary for these to be appropriately mitigated, and for the mitigation to incorporate a level of net gain commensurate with the more detailed policy framework set out in the DM DPD and in line with national policy and guidance. ~~Development should seek to provide a minimum of 10% measurable biodiversity net gain~~ **Development must also comply with the statutory biodiversity net gain requirements, currently set at 10%, or any such standard as defined in legislation or national policy** which can be quantified through the use of tools such as such as the Defra biodiversity metric. Mitigation proposals should be accompanied by appropriate mechanisms for the management of natural resources and these measures would normally be secured through a legal agreement. **7.43 In relation to all on-site habitats which are adversely affected by development, the adverse effect should be compensated by prioritising in order, where possible, the enhancement of existing on-site habitats, creation of new on-site habitats, allocation of registered off-site gains and finally the purchase of biodiversity credits. Where BNG cannot be delivered on-site, off-site gains or statutory biodiversity credits may be used in accordance with national policy and legislation and must legally secured (e.g. through Section 106 obligations or conservation covenants) and must be registered on the national Biodiversity Gain Site Register, in accordance with statutory requirements.**	Additional text requested by the Natural England.
76	**Policy SP17**	Page 76, Policy SP17	1) In order to contribute towards an increase in the use and supply of renewable energy the development of renewable energy ~~within areas of search~~ will be supported provided that measures are taken to avoid and,	Amended for

	Renewable energy	Renewable energy, Part 1.	where appropriate, mitigate negative impacts arising from the construction and operation of the development.	effectiveness.
76	**Policy SP17 Renewable energy**	Page 76, Policy SP17 Renewable energy, Part 4.	4) Proposals which support the target to achieve net-zero carbon ~~in Council activities~~ by 2030 will be supported.	Amended for effectiveness.
80	**Policy SP19 Heritage**	Page 80, Policy SP19 Heritage, part 3.	*3*) Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in those circumstances set out in the NPPF. **Applications for proposals that affect heritage assets (designated and non-designed) and their setting shouldbe supported by a Heritage Statement.**	Updated to include address comments made by Heritage England and add clarity
80	**Policy SP19 Heritage**	Page 80, Policy SP19 Heritage, part 4.	~~4) Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm having regard to the scale of any harm and the significance of the asset.~~	Removed for soundness and clarity as inconsistent with the NPPF.
83	**Policy SP20 Environmental Amenity and Air Quality**	Page 83, Policy SP20 Environmental Amenity and Air Quality, part 1	1) Proposals for new development will be permitted only if it is demonstrated that the material impacts arising by virtue of traffic, visual impact, noise, dust, emissions, pollution, odour, over-looking or loss of light, or other nuisances will not give rise to unacceptable adverse impacts or loss of local amenity and can be properly controlled in accordance with best practice and recognised standards. New development should ensure that the occupiers of the new development will enjoy an appropriate standard of amenity and will not be adversely affected by neighbouring uses (~~whilst taking account of the Agent of Change principle set out in NPPF)~~	Amended for effectiveness.
84	**Policy SP21 The Leeds and Liverpool Canal**	Policy SP21 The Leeds and Liverpool Canal, page 84, part 1 i.	1 i) **Promote opportunities to sustain and enhance the significance of the Church Canalside Conservation Area, statutory listed buildings and locally listed buildings.**	Amended for effectiveness.
85	**Policy SP21 The Leeds and Liverpool Canal**	Page 85, Policy SP21 The Leeds and Liverpool Canal, explanatory text.	7.66 The Leeds and Liverpool Canal connects many of the industrial towns of Lancashire and Yorkshire to the port of Liverpool and was created to allow the products of the mills of the Industrial Revolution to be exported around the world. In Hyndburn, the canal connects Rishton, Church, Clayton-le-Moors and Altham. Hyndburn represents the half-way point of the whole length of the canal, a location that is marked in Church**. It is acknowledged that Leeds-Liverpool canal had a major influence on town developments in Church, Clayton-le-Moors, and Rishton, and the effect of the canal on historic industrial activities were remarkable. The majority of mid-19th century mills in the Borough were built in close proximity to the canal. The building, bridges, locks and other structures associated with the Leeds-Liverpool Canal, especially the former chemical works**	Updated to include address comments made by Heritage England and add clarity,

			associated with bleaching, dyeing and ~~Cailco~~ Calico-printing are of distinctive character and particular attention should be paid to their conservation.	
90	**Policy SP23: Sustainable and safe transport**	Page 90, Policy SP23: Sustainable and safe transport, part 1c	C. incorporate sufficient off-street car-parking and encourage greater use of public transport, cycling and walking. ~~Where off-street parking is provided, facilities to enable electric vehicle charging should be made available;~~	Amended for effectiveness.
90	**Policy SP23: Sustainable and safe transport**	Page 90, Policy SP23: Sustainable and safe transport, part 1 e.	1 e. not have an unacceptable impact on the capacity of the highway network and where improvements are required these should be funded by the developer **or other grant funding mechanisms** and secured through the use of appropriate legal agreements.	Amended for effectiveness.
95	**Policy SP25 Development in rural areas.**	Page 95, Policy SP25 Development in rural areas, part 3.	3) In areas designated as Countryside Areas, there will be a general presumption against proposals for new development, unless they are in accordance with Policy SP1: The Spatial Development Strategy. Development in ~~Countryside~~ **rural a**~~A~~reas will be limited to that supporting farm diversification and/or promoting outdoor leisure and recreational facilities where this can be demonstrated to retain rural and landscape character consistent with the requirements of Policy DM34.	Added for effectiveness.
96	**Policy SP25 Development in rural areas.**	Page ~~95~~ 96, Policy SP25 Development in rural areas, part 5.	~~5) Safeguarded land as shown on the Policies Map at Huncoat (Sites S1 and S2) is identified to meet potential longer-term development needs beyond the Plan period. It will be protected from development until any subsequent review of the Plan proposes it for development. .~~	Removed for duplication of Policy SP2 parts 5 and 6
98	**Policy SP26 Accrington (Central), Baxenden and Church**	Page 98, Policy SP26 Accrington (Central), Baxenden and Church	**New section under section 2 (subsequent numbers move up):** **Developments within Accrington are expected to be of distinctive quality and design and should preserve and enhance the special character and/or appearance of the conservation areas, listed buildings and their settings, areas containing or in proximity to a heritage asset (including non-designated heritage assets), and areas of high visual amenity.**	Updated to address comments made by Historic England and add clarity
100	**Policy SP26 Accrington (Central), Baxenden and Church**	Page 100, Policy SP26 Accrington (Central), Baxenden and Church, supporting text	10.9 The town centre developed rapidly in the industrial era and has a legacy of Victorian buildings, some of which are included in the ~~town centre~~ **Accrington Central** Conservation Area. Notable buildings include the Carnegie Library, the Town Hall, the Market Hall and the Victorian Arcade. **New paragraph after paragraph 10.9:** **The area features three designated conservation areas (Accrington Central Conservation Area; Church Canal Side Conservation Area; and Christ Church Conservation Area), Listed Buildings and non-designated heritage assets, providing a built heritage context that will influence future development proposals. Development**	Updated to address comments made by Historic England and add clarity

			proposals are expected to be accompanied by an appropriate evidence-based assessment of the heritage context to ensure that the impact of the proposals are clearly understood.	
102	**Policy SP27** **Clayton-le-Moors and Altham**	Page ~~100,~~ 102,~~Table 7~~ Policy SP27~~-~~: Clayton-le-Moors and Altham	1) Land is identified for delivery of 194 homes in Clayton-le-Moors and Altham over the plan period 2021-2040. This will be delivered through existing commitments and by the development of the following site allocations: a. H8 Lower Barnes Street b. H9 Ringstonhalgh Farm ~~c. H10 Clayton Triangle~~	Adjusted housing numbers to remove site H10 (Clayton Triangle) as the site has planning permission and is under development.
102	**Policy SP27** **Clayton-le-Moors and Altham**	Page 102, Policy SP27: Clayton-le-Moors and Altham, part 3.	**New section after section 2 – all subsequent numbers move up:** **Developments within Great Harwood are expected to be of distinctive quality and design and should preserve and enhance the special character and/or appearance of the Great Harwood Conservation Area, listed buildings and their settings, areas containing or in proximity to a heritage asset (including non-designated heritage assets), and areas of** high **visual amenity.**	Updated to reference the Heritage Impact assessment and add clarity.

<table>
<tr>
<td>103</td>
<td>Policy SP27
Clayton-le-Moors and Altham</td>
<td>Page ~~102~~103~~-~~, Policy SP27: Clayton-le-Moors and Altham</td>
<td>Table 7 Housing delivery and Employment Allocations in Clayton-le-Moors and Altham 2021-2040:
<table>
<tr><th>Site Ref.</th><th>Prev. Site Ref.</th><th>Site Name</th><th>Gross Area (Ha)</th><th>No. of Dwellings</th></tr>
<tr><td></td><td></td><td>Housing Delivery</td><td></td><td></td></tr>
<tr><td>H8</td><td>117</td><td>Lower Barnes Street</td><td>0.54</td><td>15</td></tr>
<tr><td>H9</td><td>48.1</td><td>Ringstonhalgh Farm*</td><td>1.13</td><td>31</td></tr>
<tr><td>~~H10~~</td><td>~~201~~</td><td>~~Clayton Triangle*~~</td><td>~~2.54~~</td><td>~~127~~</td></tr>
<tr><td></td><td></td><td>Completions since start of Plan period</td><td></td><td>227</td></tr>
<tr><td></td><td></td><td>Existing commitments (as of 01/04/23)</td><td></td><td>~~19~~121</td></tr>
</table>
108
Hyndburn Local Plan 2040 (Strategic Policies and Site Allocations): Publication (Pre-submission) – February 2024
<table>
<tr><td></td><td></td><td>Total dwellings in Plan period</td><td></td><td>194</td></tr>
</table>
</td>
<td>Table amended to adjust housing numbers for the removal of site H10 (Clayton Triangle) as the site has planning permission and is under development.</td>
</tr>
<tr>
<td>105</td>
<td>Policy SP28 Great Harwood</td>
<td>Page 105, Policy SP28 Great Harwood, part 4.</td>
<td><u>4) Development proposals should implement the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.</u></td>
<td>Updated to ~~include~~ address comments made by Heritage England and add clarity.</td>
</tr>
<tr>
<td>106</td>
<td>Policy SP28 Great Harwood</td>
<td>Page 106, Policy SP28 Great Harwood, supporting text.</td>
<td><u>10.36 Great Harwood is a town with an industrial heritage, containing a large number of historic landmarks and listed buildings evidencing the history of the town’s cotton industry, and the Great Harwood Town Centre ~~c~~ ~~C~~onservation Area. As such, account should be taken of the special architectural or historic interest of the Conservation Area, listed building and non-designated heritage assets, the character or appearance of which it is desirable to preserve or enhance. The relevant Conservation Area Appraisal identifies the opportunities for beneficial change or the needs for planning protection. Development proposals are expected to be accompanied by appropriate evidence-based assessment of the heritage context to ensure that impact of the proposals are clearly understood.</u></td>
<td>Updated to address comments made by Historic England and add clarity.</td>
</tr>
<tr>
<td>107</td>
<td>Policy SP29 Huncoat</td>
<td>Page 107, Policy SP29 Huncoat, part 2.</td>
<td>2) For any proposals in the Huncoat Garden Village area, developers are expected to ~~adhere~~ <u>have regard</u> to the detailed policy considerations set out in Policy SP2 and the Huncoat Garden Village Masterplan and Design Code</td>
<td>Added for effectiveness.</td>
</tr>
</table>

107	**Policy SP29 Huncoat**	Page 107, Policy SP29 Huncoat, Part 3 and 4.and 5	~~3) Land has been safeguarded to the west of the former colliery site for housing (site S1) and to the east of Altham Lane, between the railway and M65 (site S2), for strategic rail infrastructure.~~ 4. An indicative location for a new local centre has been identified. ~~5) The site allocations listed in part (1) of this policy have the potential (individually and cumulatively) to generate significant amounts of vehicular movement on the Strategic Road Network (SRN); principally the M65 and A56. Unacceptable severe impacts on the SRN or **high**way safety should be avoided and, wherever possible, alternative transport options which reduce or eliminate such impacts should be pursued. Where such impacts are unavoidable, suitable mitigation measures should be proposed by the applicant to ensure that the impacts from development on the SRN (in terms of capacity and congestion, or highway safety) are cost effectively mitigated to an acceptable degree. Development shall not be permitted until National Highways has confirmed it is satisfied that any measures proposed can mitigate unacceptable impacts to an acceptable degree. No development shall take place until National Highways has confirmed it is satisfied that the funding, partners, and relevant processes are in place to enable the delivery of the SRN infrastructure required. Any such infrastructure must be operational no later than the occupation of the development for which it is required. Applications should be supported by a Transport Assessment so that the likely impacts of a proposal on the SRN can be assessed.~~	Removed as moved to SP2 where it is relevant.
107	**Policy SP29 Huncoat**	Page 107, Policy SP29 Huncoat, N/A.	**3) Development proposals should implement the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment and add clarity.
107	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 1.	1. Huncoat Garden Village (HGV) is a strategic location for housing growth. The Garden Village will provide a transformational development scheme for the Borough, delivering and supporting a high quality, sustainable community in line with design standards to be adopted for the area These design standards will be set out in the Huncoat Garden Village Masterplan and the Huncoat Design Code, both of which developers are expected to ~~follow~~ have regard to.	Amended for effectiveness.
107	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 2c.	2c. The Council may consider the introduction a bespoke delivery mechanism for the Huncoat Garden Village proposals.	Moved from SP3 for clarity.

108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 2c.	3f. Development that integrates 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; smart infrastructure for clean vehicular travel options, across both private and shared/passenger transport modes; **linking new development to the existing train station.**	Amended for effectiveness.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 3h.	~~3h. Provision shall be made by the developer for the ongoing management and maintenance of public areas, green and blue infrastructure, landscaping and any roads and footpaths not to be adopted by the Highway Authority to a high standard by the community. This shall also include details of how it is proposed to exercise control over private front gardens, drives and boundary treatment.~~	Removed as duplicates part 4 of policy SP2
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 3h.	**3h. Development proposals should implement the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment and add clarity.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 7c.	7c. The provision of leisure, recreation and sport development to meet the needs of the community, in particular through the development of an appropriate number of play ~~spaces~~ **areas** and through the development of the Huncoat Wheel, a circular cycle-way extending around the periphery of the Garden Village and which connects to residential areas and the village centre.	Amended for effectiveness.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 8d.	8 d. Make provision for the development of a comprehensive network of pedestrian routes, cycleways, green space and formal play areas as proposed by the HGV Masterplan and Design Code ~~and the future management and maintenance of this infrastructure~~.	Amended for effectiveness.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 8e.	8 e. A pedestrian / cycleway bridge will be developed across the Railway at Altham Lane to improve accessibility to provide access to the Leeds and Liverpool Canal and Altham Business Park. **This will be funded outside of the HGV development.** The Council will seek to secure the delivery of this through the development of an extension to Altham Business Park and by working with other private and public sector organisations and infrastructure providers.	Amended for effectiveness.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 8g.	8 g. Be guided by developer led site specific FRAs which avoid areas of flood risk **from all sources**. It must also include measures to mitigate flood risk through the use of sustainable drainage methods to ensure that the rate and volume of post-development surface water run-off does not exceed pre-development levels. This may include consideration of 'off-site' solutions. The sustainable drainage systems should be attractively	Amended for effectiveness.

			landscaped, **multi-functioned** and designed to provide treatment, enhance biodiversity **and amenity**, and provide natural blue-green infrastructure corridors. Proposals must include arrangements for the future maintenance of sustainable drainage infrastructure for the duration of the development.	
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 8h.	h. Provide for the separation of foul and surface water drainage and connection to the mains sewerage network which includes upgrades where required by the statutory undertaker. The development **must** ~~should~~ make provision for any phasing arrangements necessitated by the provision of infrastructure.	Amended for effectiveness.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 8i-j.	~~i. Surface water drainage options must be considered and discounted in the following order:~~ ~~i. into the ground (infiltration);~~ ~~ii. to a surface water body;~~ ~~iii. to a surface water sewer, highway drain, or other system;~~ ~~iv. to a combined sewer.~~ ~~j. Wastewater options must be considered and discounted in the following order:~~ ~~i. connection to a public foul sewer;~~ ~~ii. connection to an on-site package treatment plant;~~ ~~iii. connection to a septic tank.~~	Removed as duplicates Policy SP13.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, N/A.	**10) The Huncoat Garden Village site allocations have the potential (individually and cumulatively) to generate significant amounts of vehicular movement on the Strategic Road Network (SRN); principally the M65 and A56. Unacceptable severe impacts on the SRN or highway safety should be avoided and, wherever possible, alternative transport options which reduce or eliminate such impacts should be pursued. Where such impacts are unavoidable, suitable mitigation measures should be proposed by the applicant to ensure that the impacts from development on the SRN (in terms of capacity and congestion, or highway safety) are cost effectively mitigated to an acceptable degree. Development shall not be permitted until National Highways has confirmed it is satisfied that any measures proposed can mitigate unacceptable impacts to an acceptable degree. No development shall take place until National Highways has confirmed it is satisfied that the funding, partners, and relevant processes are in place to enable the delivery of the SRN infrastructure required. Any such infrastructure must be operational no later than the occupation of the development for which it is required. Applications should be supported by a Transport Assessment so that the likely impacts of a proposal on the SRN can be assessed.**	Added for soundness and clarity and to address points raised by National Highways.
108	**Policy SP2 Huncoat Garden Village**	Page 24-28, Policy SP2 Huncoat Garden Village, Part 9 d.	9d) Develop a streetscape that extends the green infrastructure into the Garden Village with creative landscaping schemes, planting of trees and grass verges alongside roads, landscaping of public and private spaces ~~**in accordance with**~~ **with reference to** the requirements of the HGV Masterplan and the Design Code,	

			including arrangements for their future maintenance.	
110	**Policy SP30 Oswaldtwistle and Knuzden**	Page 110, Policy SP30: Oswaldtwistle and Knuzden, part 2	2) Oswaldtwistle Town Centre will continue to function as an important service centre for the residents of the town and the wider rural hinterland **providing local shops and services.** The tourist attraction of Oswaldtwistle Mills will be supported where it can help to support the vitality and viability of the town centre.	Added for effectiveness.
110	**Policy SP30 Oswaldtwistle and Knuzden**	Page 110, Policy SP30: Oswaldtwistle and Knuzden	**4) Development proposals should implement the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment.
112	**Policy SP31 Rishton and Whitebirk**	Page 112, Policy SP31 Rishton and Whitebirk	4) The Council will support the Peel Centre (Whitebirk) as a **large scale** retailing **and leisure** destination in the Borough, to complement the role of Town Centres and Local Centres in Hyndburn and Blackburn with Darwen. Non-bulky retailing and/or supporting ancillary uses to the retail park and strategic employment hub will be permitted ~~though these should not exceed 40% of the overall floorspace on the site~~ **subject to compliance with the requirements of Policy DM3 of the DM DPD in the determination of planning applications in accordance with sequential and impact test principles.**	Amended for effectiveness.
112	**Policy SP31: Rishton and Whitebirk**	Page 112, Policy SP31 Rishton and Whitebirk	**Xvi. Existing public sewers pass through and near to H21 (York Mill). Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site.**	Additional text requested by United Utilities in the Reg19(2) consultation.
114	**Minor Amendment**	Page 114, para.10.65, Explanatory text Policy SP31	10.65 Although Rishton is comparatively small, there are three primary schools and one secondary school (~~Norden High School and Sports College~~ **Hyndburn Academy**). There are no secondary schools in Great Harwood or Clayton-Le-Moors and for this reason ~~Norden High School~~ **Hyndburn Academy** attracts pupils from a comparatively wide catchment.	Factual update
115	**Policy SP31: Rishton and Whitebirk**	Page 115, para ~~10.77~~ **10.71**Policy SP31 Rishton and Whitebirk	~~10.70~~ 10.71 The Peel Centre will be supported to retain its status as **a large scale** ~~predominantly bulky goods~~ retailing **and leisure** destination in the Borough. Whilst the Council will support some non-bulky goods retailing on the site (evidenced by the granting of various planning permissions in recent years) shoppers should be drawn to the site for different reasons than they would be drawn to town centres. Out of centre retail destinations should complement the Town Centres and Local Centres in both Boroughs of Hyndburn and Blackburn. ~~To this end, no more than 40% of the total floorspace on the site should be for the sale of non-bulky retailing goods, or alternative non-retail ancillary supporting uses. This will ensure that the site complements (not competes with) the higher order centres of Accrington and Blackburn in particular.~~	Amended for clarity.

116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	1) ~~Adherence~~ **Have regard** to any **adopted** ~~agreed~~ Masterplan for the site.	Amended for effectiveness.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	**iii. Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Updated to include findings of the HER archaeological report.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	iv. **Sustain and enhance** ~~preserving~~ the ~~character~~ **significance** and setting of the Grade II listed Canal Bridge (Altham Bridge), ***and the setting of Grade II listed Shuttleworth Hall*** **by implementing the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include findings of the HER archaeological report.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	~~vii.~~**viii.** New development must incorporate **appropriate** ~~large scale~~ buffer planting throughout to break up the mass of new buildings, and connect into existing green infrastructure.	Amended for effectiveness.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	~~viii.~~**ix.** The impact of the height of all proposed buildings should be considered and the height of buildings should be **reduced** ~~restricted~~ in the upper parts of the developable area to prevent new structures rising above the skyline and blocking views northwards.	Amended for effectiveness.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	x.**xi** Inappropriate roofing materials (such as highly reflective materials) should be avoided, using tones which are less conspicuous when viewed from afar. ~~Development should avoid the use of inappropriate roofing materials, using tones which are less conspicuous when viewed from afar; the colour of cladding should be appropriate for use in a rural area~~	Amended for effectiveness.
116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	~~xii~~**. Xiii** - The existing pond to the east of the site should be retained and **no planning permission** ~~**to develop this part of the site should**~~will **be granted until this part of the site has been the subject to a programme of archaeological evaluation. Dependent on the outcomes of this investigation,** there ~~is~~ **may be** potential for enhancement with new wetland planting, and creating new wetland areas in the immediate vicinity, associated with new SuDS.	Updated to include findings of the HER archaeological report.

116	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 116, Policy EP1: Land to S. of Altham Business Park (EMP3)	xiii. Existing hedgerows and trees, including those along Altham Lane, should be retained protected and reinforced throughout the site. **Where this cannot be achieved development proposals will be expected to comply with part 4 of Policy DM17 .**	Amended for effectiveness.
117	**Policy EP1 Land to the S of Altham Business Park (EMP3)**	Page 117, Policy EP1: Land to S. of Altham Business Park (EMP3)	~~xiii.~~ ***xv. Development should allow for an appropriate buffer to ancient woodland to the east and west of the site.***	To take account of changes in Natural England's 2025 update to the 'Ancient Woodland' layer.
117	**Policy EP1 Land to the S of Altham Business Park (EMP3)**		***xxi. Applications should include a transport assessment of the proposed impacts of development***	Amended for effectiveness.
118	**Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**	Page 118, Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)	i. **Have regard** ~~Adherence~~ to any **adopted** ~~agreed~~ Masterplan for the site which is part of a wider area of growth including the allocated land to the north of Blackburn Rd. and to the north of the railway.	Amended for effectiveness.
118	**Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**	Page 118, Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)	iv. **Sustain and enhance** ~~Preserving~~ the **significance** ~~character and setting~~ of the two Grade II listed buildings (Whitebirk Moss Farm and Whitebirk North Cottage) opposite the site **by implementing the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment and add clarity.
118	**Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**	Page 118, Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)	v. The **tallest** ~~largest~~ buildings on the site should be set back from the road.	Amended for effectiveness.
118	**Policy EP2: Land between Blackburn**	Page 118, Policy EP2: Land between Blackburn Rd and	**Viii.** ***Existing public sewers pass through and near to this site. Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed***	Additional text requested by

	Rd and M65 slipway (EMP4)	M65 slipway (EMP4)	***design, masterplanning and drainage details for the site"***	United Utilities in the Reg19(2) consultation.
118	**Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**	Page 118, Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)	xii. ~~The preferred~~ **A** new access point will be required, which **will** ~~which is likely to~~ be opposite the existing Side Beet Lane.	Amended for effectiveness.
119	**Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)**	Page 119, Policy EP2: Land between Blackburn Rd and M65 slipway (EMP4)	**xiv. Proposals should include a Transport Assessment to assess the impacts of development on the local and strategic road networks.**	Amended for effectiveness.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	i. **Have regard** ~~Adherence~~ to any **adopted** ~~agreed~~ for the site which is part of a wider area of growth including the allocated land to the north and south of this site.	Amended for effectiveness.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	Iv. **Sustain and enhance** ~~Preserving~~ the **significance** ~~setting~~ of the Grade II listed buildings in the vicinity of the site: Whitebirk Moss Farm, Whitebirk North Cottage (and consideration of the impact on the curtilage of these buildings), Canal Bridge No. 106 Side Beet Bridge and Higher Side Beet Farmhouse **by implementing the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment and add clarity.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	vi. Planting should be appropriate to the mass of the building, so the larger the structure, the larger the type of vegetation used to screen and buffer new development, and adequate space should be allocated in any **adopted** masterplan to achieve this.	Amended for effectiveness.

119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	vii. **New linear planting** ~~The creation~~ of **an appropriate scale along** ~~large scale woodland shelter belt along~~ Side Beet Lane the eastern edge of the site.	Amended for effectiveness.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	x. The remaining hedgerow on the north of the site should be retained and other existing hedge boundaries should be considered as plot boundaries **and strong blocks of new planting should be incorporated throughout the development, where possible.**	Amended for effectiveness.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	**xi. Existing public sewers pass through and near to this site. Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site.**	Additional text requested by United Utilities in the Reg19(2) consultation.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	~~xii.~~**xiii.** Building heights within the immediate canal corridor and adjacent to Sidebeet Lane should consider **smaller scale development** ~~be limited in height~~ to reduce landscape impacts.	Amended for effectiveness.
119	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 119-120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	**xviii. Development should have regard to the overhead transmission lines crossing the site,** ensuring **that any impacts are adequately mitigated.**	Amended for effectiveness.
120	**EP3: Land between Blackburn Rd, Sidebeet Lane,**	Page 120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds	**xix.** The plantation woodland in the northwest corner of the site should be protected and retained as important green infrastructure and potentially made accessible as **a** recreational space ~~for employees~~**. Other existing**	Amended for effectiveness.

	Leeds & Liverpool Canal and railway (EMP5)	& Liverpool Canal and railway (EMP5)	**trees** should **~~must~~ be protected and retained.**	
120	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	**~~xvii.~~xx. New planting in and around the proposed industrial estate should be designed to enhance biodiversity and provide a mix of habitats.**	Added for effectiveness.
120	**EP3: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)**	Page 120, Policy EP2: Land between Blackburn Rd, Sidebeet Lane, Leeds & Liverpool Canal and railway (EMP5)	**~~xviii.~~xxvii. Proposals should include a Transport Assessment to assess the impacts of development on the local and strategic road networks.**	Added for effectiveness.
120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	i. **Have regard** ~~Adherence~~ to any **adopted** ~~agreed~~ for the site.	Amended for effectiveness.
120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	iv. **Sustain and enhance** ~~Preserving~~ the **significance** ~~setting~~ of the Grade II listed buildings in the vicinity of the site: Whitebirk Moss Farm, Whitebirk North Cottage (and consideration of the impact on the curtilage of these buildings), Canal Bridge No. 106 Side Beet Bridge and Higher Side Beet Farmhouse **by implementing the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**.	Updated to include reference to the Heritage Impact assessment and add clarity.
120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	**xiii. Existing public sewers pass through and near to this site. Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site.**	Additional text requested by United Utilities in the Reg19(2) consultation.

120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	~~xii.~~**xiv. Development should have regard to the overhead transmission lines crossing the site, ensuing that any impacts are adequately mitigated.**	Added for effectiveness.
120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	~~xvi.~~**xviii.** Primary access **will** ~~is likely to~~ be ~~required~~ from the A678 via site EMP5 due to constraints to north and west of site, which includes the Leeds and Liverpool Canal (with listed bridge).	Amended for effectiveness.
120	**Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)**	Page 120-122, Policy EP4: Land north of railway line between Sidebeet Lane and Leeds & Liverpool Canal (EMP6)	~~xix.~~**xxii. Proposals should include a Transport Assessment to assess the impacts of development on the local and strategic road networks.**	Added for effectiveness.
122	**Policy HP1 Land at Charter Street (H2)**	Page 122-123, Policy HP1 Land at Charter Street (H2)	i. ~~Development should maintain and enhance green corridor / BHS,~~ **Care must be taken to maintain and enhance the green corridor/BHS and avoid built development, including blank frontages such as high fencing, right up to the cycle path.**	Amended for effectiveness.
122	**Policy HP1 Land at Charter Street (H2)**	Page 122-123, Policy HP1 Land at Charter Street (H2)	~~i. Care must be taken to maintain and enhance the green corridor/BHS and avoid built development, including blank frontages such as high fencing, right up to the cycle path.~~	Amalgamated into point i for clarity and succinctness.
123	**Policy HP2: Land at Hopwood St. (H4)**	Page ~~124,~~123 Policy HP2: Land at Hopwood St. (H4)	**iv.** Possible archaeology should be investigated **Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Amended for effectiveness.
123	**Policy HP2: Land at Hopwood St. (H4)**	Page ~~124~~123 , Policy HP2: Land at Hopwood St. (H4)	**"Viii.** ***Existing public sewers pass through and near to this site. Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site"***	Additional text requested by United Utilities in the Reg19(2)

				consultation.
124	**Policy HP3 Land N of Sandy Lane. (H7)**	Page 124, Policy HP3: Land N. of Sandy Lane (H7) iii	ii. The design of the access road should minimise loss of hedgerow and habitat and be designed to create an attractive gateway to the countryside beyond **and reflect the rural setting of the site**. Any retaining features should be designed to reflect the rural setting of the development. ~~An alternative access to Sandy Lane should also be investigated.~~	Amended for effectiveness.
124	**Policy HP3 Land N of Sandy Lane. (H7)**	Page 124, Policy HP3: Land N. of Sandy Lane (H7) iii	~~iii. Possible archaeology should be investigated~~	Factual update – HER found that the site has recently been excavated and no archaeological interest remains.
124	**Policy HP4 Rinstonhalgh Farm (H9)**	Page 124, Policy HP4: Rinstonhalgh Farm (H9), part ii	ii. The existing access track will need to be upgraded to accommodate vehicular access to the site ~~but be treated sensitively, minimising the surbanisationurbanisation of this footpath~~; as the access road is a PRoW, this link should be prioritised and enhanced for pedestrians and cyclists.	Amended for effectiveness.
125	**Policy HP4 Rinstonhalgh Farm (H9)**	Page 125, Policy HP4: Rinstonhalgh Farm (H9)	**Vii. Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Updated to include findings of the HER archaeological report.
125	**Policy HP5: Clayton Triangle (H10)**	Page 125-126 Policy HP5: Clayton Triangle (H10)	~~Policy HP5: Clayton Triangle (H10)~~ ~~Gross area: 2.54ha No. of dwellings: 127~~ ~~The development of the site for housing will be supported subject to the following requirements:~~ ~~i. The site should be developed in a co-ordinated way through the preparation of a Masterplan, Development Brief or similar document.~~ ~~ii. Development should positively address the canal side and avoid blank frontages, such as high fences, along the canal. Sensitive landscaping and / or gardens facing the canal should be considered.~~ ~~iii. Development will need to preserve the character and setting of the two Grade II listed buildings adjacent to the site (Stable block on east side of Leeds-Liverpool Canal and Canal warehouses with attached office and house, on west side of Leeds-Liverpool Canal).~~	Removed Policy HP5: Clayton Triangle (H10) as the site has planning permission and is under development.

			~~iv. Possible archaeology should be investigated.~~ ~~v. Areas of habitat value, such as the hedgerows, should be taken into account and carefully integrated into the development.~~ ~~vi. Trees within the site (including those protected by TPOs) must be taken into consideration and an AIA may be required.~~ ~~vii. A transport assessment will need to be undertaken to demonstrate that development will not unacceptably affect A678 Blackburn Road and the Hare and Hounds (A678 / Whalley Road) junction.~~ ~~viii. The primary access point could be the existing site entrance from Mill Entrance which directly leads onto A680 Whalley Road via a T-junction. It is likely this junction would need to be widened and the visibility splays adjusted to accommodate the anticipated site traffic.~~ ~~ix. A secondary access could be provided from Canal Street, or potentially directly onto A680 Whalley Road.~~ ~~x. No vulnerable development to be situated on land with 0.1% or greater annual probability of flooding from any source (delineated in Appendix D).~~	
126	**General**	Page 126, para 12.9 (and related footnote no. 125)	~~Clayton Triangle (H10)~~[i] ~~12.9 Former canal wharf and associated buildings, with pockets of existing uses. This largely brownfield site is a major regeneration priority in this part of Clayton-le-Moors and has benefited from planning permission in the past for a mixed-use development.~~	Removed paragraph relating to Policy H10 (Clayton Triangle) as the site has planning permission and is under development.
126	**Policy HP6 Land S of Moorfield Avenue Huncoat (H15)**	Page 126-127, Policy HP6: Land S. of Moorfield Ave., Huncoat (H15)	vii. Development will need to preserve the character and setting of the Grade II listed building to the east of the site (Huncoat Hall and attached barn), **by implementing the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include reference to the Heritage Impact assessment and add clarity.
126	**Policy HP6 Land S**	Page 126-127, Policy HP6:	viii.~~Possible archaeology (industrial) should be investigated~~. **Any planning application for the development of**	Updated to

	of Moorfield Avenue Huncoat (H15)	Land S. of Moorfield Ave., Huncoat (H15)	**this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	include findings of the HER archaeological report.
127	**Policy HP7 Land south of Stanhill Road, Knuzden (H16)**	Page 127, Policy HP6: Land south of Stanhill Road, Knuzden (H16), iv	iv. The housing layout should be aligned to allow some longer views through the site to be retained.	
127	**Policy HP7 Land south of Stanhill Road, Knuzden (H16)**	Page 127, Policy HP6: Land south of Stanhill Road, Knuzden (H16)	ix**. Areas of important habitat within the site should be taken into consideration**. ~~Development should take account of the areas of important habitat within the site.~~	Amended for effectiveness.
127	**Policy HP7 Land south of Stanhill Road, Knuzden (H16)**	Page 127, Policy HP6: Land south of Stanhill Road, Knuzden (H16)	**xii. Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation**	Updated to include findings of the HER archaeological report.
127	**Policy HP7 Land south of Stanhill Road, Knuzden (H16)**	Page 127, Policy HP6: Land south of Stanhill Road, Knuzden (H16)	**Xiiii. Development proposals will be required to take account of the adjacent primary school playing field and ensure suitable mitigation is included in the design and layout to protect its current and future use**	Updated to include recommendation from Sport England at Reg19(2) consultation.
128	**Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)**	Page 128, Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)	iii. An AIA **will** ~~may~~ be required in relation to any trees / woodland on the site.	Amended for effectiveness.
128	**Policy HP8 Land off Brookside Lane/Nook Lane,**	Page 128, Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)	vi. The ~~whole or~~ majority of the site lies within a Coal Authority High Risk Area; a Coal Mining Risk Assessment may need to be undertaken.	Amended for effectiveness.

	Oswaldtwistle (H17)			
128	**Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)**	Page 128, Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)	**~~vi.~~vii. Tree planting should be included throughout the site and along footpath corridors and existing post and wire fences** that are removed to facilitate the development **should be reinstated with native hedgerows, particularly where adjacent to the wider countryside.**	Added for effectiveness.
128	**Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)**	Page 128, Policy HP8 Land off Brookside Lane/Nook Lane, Oswaldtwistle (H17)	**viii. Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Updated to include findings of the HER archaeological report.
129	**Policy HP9 Land at Rhoden Road (H19)**	Page 129, Policy HP9 Land at Rhoden Road (H19)	~~ix. The northern part of the site fronts onto Roe Greave Road which is adopted. The remainder of the eastern frontage is onto Rhoden Road which is unmade. Comprehensive access arrangements should serve the whole site.~~	Removed for soundness and clarity
129	**Policy HP9 Land at Rhoden Road (H19)**	Page 129, Policy HP9 Land at Rhoden Road (H19)	**xi. Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Updated to include findings of the HER archaeological report.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	Gross area: **13**~~10~~ha No. of dwellings: 188	Amended for effectiveness.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	~~vi. The new access road along Cut Lane should be sensitively detailed in a way that encourages pedestrian access and is appropriately rural~~.	Removed for effectiveness.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	"ix. ~~Development should take account of the areas of important habitat within the site.~~ **A Habitats Survey will be required as part of any planning application and areas of biodiversity should be retained wherever possible or suitable mitigation provided.**	Amended for effectiveness.

130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	xxi. An AIA will be required and any trees lost as a result of the upgrade of Cut Lane should be appropriately ~~reinstated~~ **replaced. Suitable mitigation and enhancement measures are to be provided and agreed in full with the council.**	Amended for effectiveness.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	xiii. ~~Possible archaeology should be investigated~~. **Any planning application for the development of this site must be accompanied by an Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation and details of any necessary archaeological mitigation.**	Amended for effectiveness.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	~~xii.~~**xiv. Development proposals should implement the recommendations of the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed by the Council, to avoid or minimise harm to the significance of heritage assets and their settings.**	Updated to include findings of the HER archaeological report.
130	**Policy HP10 Land to the northeast of Cut Lane (H20)**	Page 130, Policy HP9: Land to the northeast of Cut Lane (H20)	~~xvi.~~**xviii**~~.~~ The highway authority may also require **an emergency** ~~secondary~~ vehicular access.	Amended for effectiveness.
131	**Policy HP11 Land off Fielding Street and Barn Meadow Crescent (H22)**	Page 131, Policy HP11: Land off Fielding Street and Barn Meadow Crescent (H22)	**Xvi. Existing public sewers pass through and near to this site. Modelling data (and / or flooding incident data) identifies these sewers as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site.**	Additional text requested by United Utilities in the Reg19(2) consultation.
132	**Policy HP11 Land off Fielding Street and Barn Meadow Crescent (H22)**	Page 132, Policy HP11: Land off Fielding Street and Barn Meadow Crescent (H22)	~~Xii. Possible archaeology should be investigated.~~	Updated to include findings of the HER archaeological report which confirms no archaeological interest.
149	**Appendix D**	Page 149, Appendix D	Main modification to include flood risk maps and EA text in Appendix 4. **Please note: these are indicative maps and most up-to-date EA maps should be followed.**	Added for effectiveness.

			Glossary – data shown on the map • The UK **Flood Zones** (Flood Zone 1, 2, and 3) are defined by the Environment Agency (EA) to show the probability of flooding from **rivers and the sea**. • **Risk of Flooding from Surface Water (RoFSW) –** Taken from datasets, produced by the EA, that show the likelihood, extent, and depth of surface water (pluvial) flooding for three key recurrence intervals: **1 in 30**, **1 in 100**, and **1 in 1,000** years. • **1 in 30 (RoFSW)**The map layer showing areas that have a **High** chance of flooding from surface water, meaning a **3.3% Annual Exceedance Probability** (AEP) or a 1 in 30 chance of occurring in any given year. • **1 in 100 (RoFSW)**The map layer showing areas that have a **Medium** chance of flooding from surface water, meaning a **1% Annual Exceedance Probability** (AEP) or a 1 in 100 chance of occurring in any given year. • **1 in 1,000 (RoFSW)**The map layer showing areas that have a **Low** chance of flooding from surface water, meaning a **0.1% Annual Exceedance Probability** (AEP) or a 1 in 1,000 chance of occurring in any given year.	
150	**Appendix E**	Page 150, Appendix E	Main modification to include updated Monitoring framework as appendix E.	Added for effectiveness.