

Equality Impact Assessment

Huncoat Lane CPO

Hyndburn Borough Council

6th MARCH 2026

EQUALITY IMPACT CONSULTING LTD



EqualityImpact

Table of Contents

1. Introduction	3
Purpose of this report	3
The Scheme	4
The need for the CPO	5
2. Approach	6
Introduction.....	6
Step 1: Desktop evidence review	6
Step 2: Assessment of impacts	6
Step 3: Conclusions	8
3. Legislative and policy context	9
National legislation and guidance.....	9
Local policy and plans	10
4. Equalities baseline	12
Introduction.....	12
The study area	12
Protected characteristics groups	14
Socio-economic disadvantage	14
5. Consultation and engagement	16
Overview	16
Landowner and affected third-party engagement.....	16
Stakeholder and local community engagement	16
Feedback from consultation	17
6. Assessment of equality effects	18
Overview	18
Potential direct impacts	18
Potential indirect impacts	28
7. Conclusions	33
Conclusions.....	33
Mitigating measures	34
Appendix A: Order Land map	36
Appendix B: Disability definitions	37
Appendix C: Protected characteristic groups	39

1. Introduction

Purpose of this report

- 1.1 Hyndburn Borough Council (the Council) has commissioned Equality Impact Consulting to prepare an Equality Impact Assessment (EqIA) for the proposed Hyndburn Borough Council (Huncoat Lane) Compulsory Purchase Order 2026 (the 'Order').
- 1.2 As a public sector body, the Council must pay due regard to Section 149 of the Equality Act 2010, the Public Sector Equality Duty (PSED). The PSED requires that the Council's practices do not lead to unlawful discrimination (direct or indirect), that it advances equality of opportunity and that it fosters good relations between those with a protected characteristic¹ and all others.
- 1.3 The Council's Equality and Diversity Strategy² highlights the Council's alignment with the PSED, identifies key issues regarding protected characteristic groups in the Borough, and outlines the actions the Council has and will continue to take to promote equality between groups.
- 1.4 Whilst not a protected characteristic under the Equality Act 2010, the Council also considers socio-economic inequality to be key to how the Council sets its priorities.
- 1.5 The Council aims to go beyond its legislative duties and actively promote equality for residents and address existing issues, treat people fairly and recognise their differences in service delivery, taking these differences into account by providing a choice of services and responding to a range of needs.
- 1.6 The Council delivers its equality objectives through Customer First Analyses, which involve carrying out EqIAs to assess, consult, and understand the effect that a policy, project, or service is likely to have on groups with protected characteristics as defined by the Equality Act 2010. The purpose of this EqIA is to consider how the Order could result in equality impacts on directly affected interests, as well as on those who live, work, and own businesses in the wider area.
- 1.7 Whilst an EqIA is not a statutory requirement, it is a useful tool to demonstrate the Council's due regard to the PSED. The aims of the EqIA are to:
 - Assess the potential impacts that the compulsory acquisition of land could have on directly affected interests and those living within the wider area;
 - Identify ways in which groups with protected characteristics may be subsequently beneficially or adversely affected by the construction of Huncoat Lane ('the Scheme'), as well as the release of land for the delivery of Huncoat Garden Village ('HGV'); and
 - Support the Council to fulfil its duties in relation to the PSED in using its compulsory purchase powers, as well as identifying appropriate mitigating measures.
- 1.8 The EqIA should be considered as a 'live' process that has been and will be updated as the Scheme progresses. outcomes as the Scheme progresses.

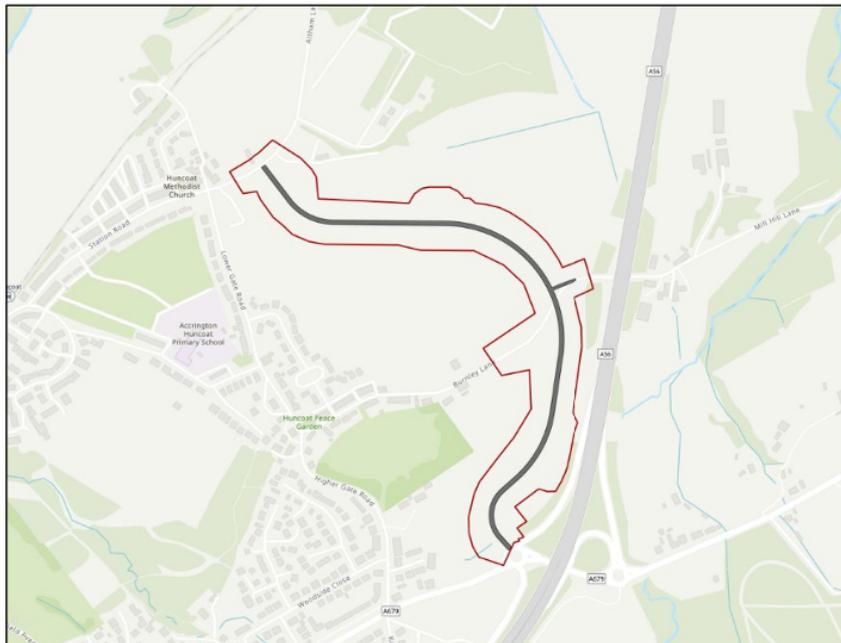
The Scheme

¹ Protected characteristics are age, sex, disability, race, religion, sexual orientation, gender reassignment, pregnancy and maternity, and marriage and civil partnership.

² Hyndburn Borough Council (2020) Our Equality and Diversity Strategy 2020-2025. Available at: <https://www.hyndburnbc.gov.uk/download-package/our-equality-and-diversity-scheme-2020-2025/>

- 1.9 The Huncoat Garden Village Masterplan³ sets out a framework for new housing development and the expansion of Huncoat village. This was approved by Cabinet in October 2021, and Homes England confirmed that the proposals remain aligned with the new Government's housing growth strategy, recognising the project's contribution to Hyndburn's housing targets.
- 1.10 HGV will bring the former Huncoat Power Station and Colliery sites back into use, creating an extension to Huncoat based on garden community principles. It will deliver circa 1,800 new homes of mixed tenure, including affordable and social housing, over an estimated 15-year period.
- 1.11 The development also includes a new local centre, the expansion of Huncoat primary school, and approximately 24 hectares of strategic and functional open space, additional parking at Huncoat Station and localised road junction improvements.
- 1.12 The Scheme is a critical component of the Huncoat Garden Village Masterplan. The new road will connect the A56 Accrington Bypass with Altham Lane, provide access to HGV and aim to relieve existing congestion in Huncoat village. Without the infrastructure that the Scheme will provide, the scale of development set out in the Masterplan cannot be delivered.

Figure 1-1 The Scheme site location



- 1.13 A planning application for the Scheme was submitted in April 2025. It is a 1.1km residential relief road comprised of:
- Amendments to the existing A697 Burnley Road / A56 Accrington Bypass western roundabout to create an additional arm at the southern end of the Scheme.
 - Installation of a new signalised junction on Altham Lane at the northern end.
 - At the intersection of the Scheme and the existing Burnley Lane roundabout, a new junction will be provided for the eastern arm. The western arm will be closed to deliver improved pedestrian and cyclist access.

³ Hyndburn Borough Council (2021) Huncoat Garden Village Masterplan Framework
<https://www.huncoatgardenvillage.co.uk/masterplan-framework-2021/>

- Provision of a footway and cycleway on the western side of the carriageway, as well as a footway on the eastern side.
- Six new bus stops, with three in each direction;
- Diversion of Public Right of Way (PRoW);
- Associated earthworks, boundary treatments, highway drainage features, bus stop provision, appropriate lighting, signage and cabling;
- Measures for the protection and diversion of existing utilities within the vicinity of the new residential link road:
- Inclusion of green infrastructure and public realm improvements to create a “gateway” feel for the HGV;
- A strategy for associated highway drainage, including any attenuation/Sustainable Drainage Systems (SuDS) features that may be required;

The need for the CPO

- 1.14 The Order will be used as a last resort to ensure that all of the land required to deliver the Scheme will be brought into the Council’s ownership, in the event that attempts to acquire all the necessary interests and rights by agreement are not successful, and to ensure that there are no title impediments to the delivery of the Scheme within the timescales needed to meet Homes England grant funding conditions⁴.
- 1.15 The site can then be handed over to the appointed Contractor to commence construction of the new road, which will be adopted by Lancashire County Council as the Highway and Drainage Authority.

⁴ Homes England Brownfield and Industrial Land (BIL) funding provides key infrastructure and enabling funding for the development of 1,816 new homes at Huncoat over the next 15-20 years.

2. Approach

Introduction

2.1 This section sets out the approach to undertaking the EqlA of the Order.

Step 1: Desktop evidence review

2.2 The evidence review includes:

- Relevant legislation, policy and guidance;
- The land and interests *directly* affected by the proposed Order, the “Order Land”, a map of which is included in Appendix A of this report;
- Publicly available and/or Council-owned datasets on the local population living in the wider Scheme and HGV areas and who might be *indirectly* affected by the CPO; and
- Supporting documents and assessment work for Huncoat Garden Village Masterplan and Huncoat Lane planning application, including the Environmental Impact Assessment (EIA) and Statement of Community Involvement.

Step 2: Assessment of impacts

2.3 The assessment of impacts is based on the information gathered in Step 1. It considers how the Order could both directly and indirectly contribute to the realisation of effects for groups with protected characteristics as defined in the Equality Act 2010. Definitions for each group⁵ are as follows:

- **Age:** this refers to persons defined by either a particular age or a range of ages. For example, children (aged 0-15) or older people (aged 65+);
- **Disability:** a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities⁶. Guidance on what is considered a disability under the Equality Act is set out in Appendix B;
- **Gender reassignment:** this refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
- **Marriage and civil partnership:** marriage or civil partnership can be between a man and a woman or between two people of the same sex;
- **Pregnancy and maternity:** pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Race:** A race is a group of people defined by their colour, nationality (including citizenship), ethnicity or national origins. A racial group can be made up of more than one distinct racial group, such as Black British;

⁵ <https://www.equalityhumanrights.com/equality/equality-act-2010/protected-characteristics>

⁶ [Disability: Equality Act 2010 - Guidance on matters to be taken into account in determining questions relating to the definition of disability \(HTML\) - GOV.UK](#)

- **Religion or belief:** Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief, including a lack of belief. Generally, a belief should affect your life choices or the way you live for it to be included in the definition;
 - **Sex:** this refers to a man or to a woman or a group of people of the same sex; and
 - **Sexual orientation:** Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes. A person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.
- 2.4 Marriage and civil partnership discrimination under the Equality Act 2010 applies to workplace policies only⁷. Therefore, as there are unlikely to be any impacts on marriage and civil partnership arising from employment, this protected characteristic group has been excluded from the assessment work.
- 2.5 The Council also actively considers socio-economic disadvantage as part of the EqIA process, and as such, groups experiencing socio-economic disadvantage have also been included within the assessment.
- 2.6 The assessment has considered both differential and disproportionate effects;
- A **differential** equality effect affects members of a protected characteristic group differently from the rest of the general population because of specific needs, or a recognised vulnerability or sensitivity associated with their protected characteristic.
 - A **disproportionate** equality effect arises when an impact has a proportionately greater effect on a protected group than on the general population overall.
- 2.7 The criteria used to determine disproportionate or differential impacts with respect to protected characteristics groups has included:
- Those who share a protected characteristic form a disproportionately large number of those affected by the Order. For example, affected agricultural landowners may belong to an older age group;
 - Amongst the groups affected, people who share protected characteristics are particularly vulnerable or sensitive to a potential impact. For example, residents may be more vulnerable to footpath or road diversions due to mobility or sensory impairments;
 - The project may either worsen or improve existing disadvantages affecting people who share a protected characteristic; and
 - Groups with protected characteristics may not have an equal share in the wider benefits realised through the Order. This can be due to direct or indirect discrimination or disadvantage, and includes barriers to sharing benefits unless appropriate mitigations or actions are taken to overcome such barriers.
- 2.8 In some cases, groups may be subject to both differential *and* disproportionate effects. It is also important to consider how the intersectionality of characteristics may also place people at further disadvantage. For example, older people with a physical or sensory impairment.
- 2.9 The assessment includes:
- **Potential direct impacts of the Order** – this includes the effects on those directly affected by the acquisition of land within the Order Land; and

⁷ <https://www.equalityhumanrights.com/en/advice-and-guidance/marriage-and-civil-partnership-discrimination>

- **Potential indirect impacts of the Order**– this includes the high-level beneficial and adverse equality impacts realised through the Scheme and HGV on local residents, businesses and the wider area. This covers both construction and operational phases.

Direct impacts

2.10 Direct impacts relate to the land take associated with the Order. The assessment considers how land-take may impact the following affected interests:

- Owners of the land;
- Lessees/Tenants of the land;
- Occupiers of the land; and
- Other users of the land, e.g. members of the public, employees, and community groups.

2.11 The potential for equality effects of the direct impacts on these affected interests is then assessed with a level of risk and mitigation measures assigned to each impact.

Indirect impacts

2.12 Although this EqlA has been prepared for the Order, it also includes a proportionate, high-level review of the potential equality effects associated with the construction and operation of both the Scheme and HGV, which will be enabled by the Order.

2.13 The assessment considers how these impacts may be experienced disproportionately or differentially by groups with protected characteristics in the local area.

2.14 Planned mitigation measures and high-level recommendations to minimise negative effects are provided, as well as further actions to enhance opportunities to advance equality throughout as the Scheme progresses.

Step 3: Conclusions

2.15 This sets out the conclusions of the assessment and ongoing mitigating actions to support the Council with its PSED in respect to the Order.

3. Legislative and policy context

National legislation and guidance

Equality Act 2010 and the Public Sector Equality Duty⁸

- 3.1 The Equality Act 2010 is UK legislation protecting the rights of individuals against unlawful discrimination and advancing equal opportunities for all. Section 149 of the Equality Act sets out the Public Sector Equality Duty (PSED) to which the Council is subject in carrying out all its functions. This includes having due regard to the following three aims:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - Advance equality of opportunity between people who share a protected characteristic and those who do not; and
 - Foster good relations between people who share a protected characteristic and those who do not.
- 3.2 The Equality Act 2010 further explains that having due regard for advancing equality involves:
- Removing or minimising disadvantages suffered by people due to their protected characteristics;
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 3.3 The Act states that meeting different needs involves taking steps to take account of disabled people's disabilities. It describes fostering good relations as tackling prejudice and promoting understanding between people from different groups. It states that compliance with the duty may involve treating some people more favourably than others.

Guidance on the compulsory purchase process

- 3.4 The Government guidance on the compulsory purchase process⁹ explains how the PSED should be considered. The guidance confirms that in exercising compulsory purchase powers, public sector acquiring authorities must have regard to the effect of any differential impacts on groups with protected characteristics.
- 3.5 The guidance acknowledges that an important use of compulsory purchase powers is to help regenerate run-down areas. Although low income is not a protected characteristic in itself, it is not uncommon for people from ethnic minorities, older people or people with a disability to be over-represented in low income groups. As part of the PSED, acquiring authorities must have due regard to the need to promote equality of opportunity between persons who share a relevant protected characteristic and those who do not.
- 3.6 This means that the acquiring authority may need to develop a process which promotes equality of opportunity by addressing particular problems that people with certain protected characteristics might have (e.g. making sure that documents are accessible for people with

⁸ UK Government (2010) Equality Act 2010 <https://www.legislation.gov.uk/ukpga/2010/15/introduction>

⁹ Ministry of Housing, Communities & Local Government (Jan 2025) Compulsory Purchase Process: Guidance <https://www.gov.uk/government/publications/compulsory-purchase-process-guidance>

sight problems or learning difficulties and that people have access to advocates or advice).

National Planning Policy Framework (2024)

- 3.7 The National Planning Policy Framework (NPPF)¹⁰ outlines how planning policy should help promote healthy and safe communities by taking a positive and collaborative approach to enable development to be brought forward.
- 3.8 While the NPPF does not contain specific guidance on equalities, it does emphasise the importance of sustainable development and the need to support strong vibrant communities. Planning policies and decisions should support the social, recreational and cultural facilities and services the community needs by:
- Planning positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities;
 - Supporting the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; and
 - Guarding against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

Local policy and plans

Huncoat Garden Village Masterplan

- 3.9 The Huncoat Garden Village Masterplan and Framework Delivery Strategy¹¹, approved by Hyndburn Borough Council's Cabinet in October 2021, sets out the long-term vision for transforming the former Huncoat Power Station and Colliery sites into a sustainable, high-quality garden community. The Masterplan provides the strategic context for the Order, as the new relief road is essential enabling infrastructure for the wider development.
- 3.10 The Masterplan includes the delivery of approximately 1,816 new homes, including affordable and social housing, over an estimated 15-year period. The Masterplan also includes a new local centre, the expansion of Huncoat primary school, and approximately 24 hectares of open space, incorporating green corridors, play areas, and natural landscapes. The development is designed around garden community principles, with a focus on walkability, active travel, high-quality public realm, and integration with the existing settlement of Huncoat.

Huncoat Design Code

- 3.11 The Huncoat Design Code¹² provides detailed guidance on the design parameters, technical standards and specifications permitted to shape the Huncoat Garden Village Masterplan. It sets out the dos and don'ts of creating high-quality environments for use by the Council, landowners, developers, other stakeholders, and consultants in developments for the existing village of Huncoat and the garden village.
- 3.12 Street design principles include an inclusive and accessible priority for all, with streets being designed in accordance with Lancashire County Council's Creating Civilised Streets¹³ guidance and the Department for Transport's Inclusive Mobility guidance.

¹⁰ Ministry of Housing, Communities and Local Government (Dec 2024) National Planning Policy Framework

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

¹¹ Hyndburn Borough Council (2021) Huncoat Garden Village Masterplan Framework

<https://www.huncoatgardenvillage.co.uk/masterplan-framework-2021/>

¹² Hyndburn Borough Council (May 2025) Huncoat Design Code <https://www.huncoatgardenvillage.co.uk/huncoat-garden-village-design-code/>

¹³ Lancashire County Council (2010) Creating Civilised Streets

https://www.lancashire.gov.uk/media/81455/creating_civilised_streets.pdf

4. Equalities baseline

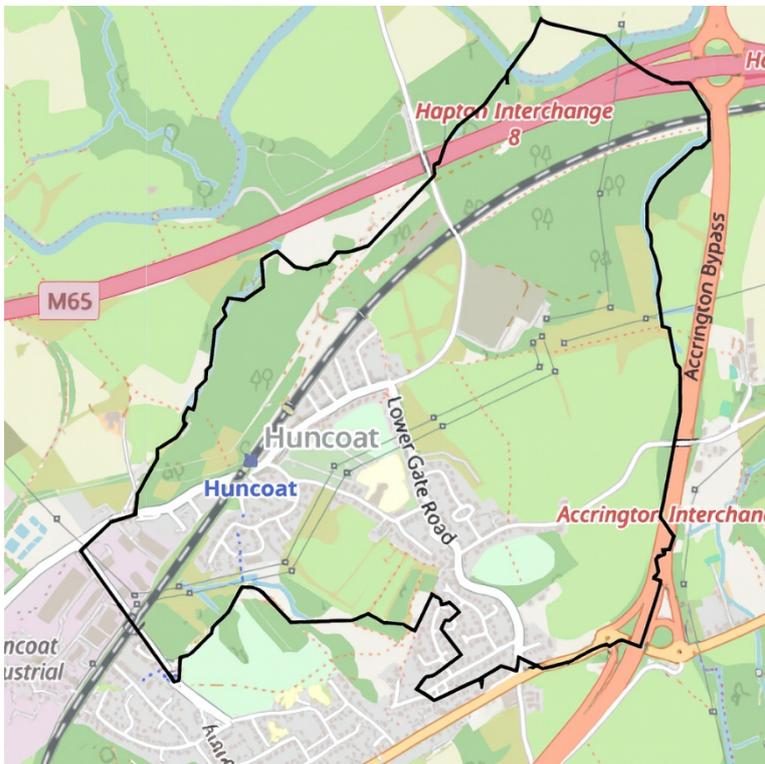
Introduction

- 4.1 This section summarises the study area, population and socio-economic evidence used to inform the assessment of equality impacts associated with the Order.
- 4.2 The evidence base draws on Census 2021 data and deprivation data to provide an understanding of the characteristics of people living in the study area and Hyndburn. This baseline enables the identification of groups who may be more sensitive to changes arising from the Order, the construction and operation of the Scheme, and the HGV.

The study area

- 4.3 The study area for this EqlA reflects the Order Land, which comprises:
- Land required for the delivery of the Scheme, i.e. the new adopted highway; and
 - Additional land required for the construction of the Scheme.
- 4.4 Surrounding communities within the wider area are likely to experience direct or indirect impacts, and as such, the study area also comprises:
- Lower Super Output Area (LSOA) 'Hyndburn 002G' (as shown in Figure 4-1) - This area encompasses those who are likely to be directly affected by the Order, as well as the indirect impacts during construction and operation; and
 - Hyndburn Local authority area (Hyndburn) – to include residents in the Borough who may benefit from the Scheme and HGV.

Figure 4-1 Boundary of the Hyndburn 002G study area



- 4.5 The Scheme is located on the eastern edge of Huncoat, a village on the edge of Hyndburn Borough. The larger urban areas of Accrington and Burnley are situated to the east and west

of the site, respectively, along the valley. Industrial estates and warehouse developments are located on the fringes of these settlements.

4.6 The Order Land comprises approximately 13.9 Hectares of land located within an area of predominantly open landscape, including green belt land, between Huncoat and the A56 Accrington Bypass. The Order Land comprises:

- Agricultural land (mostly for livestock farming);
- Woodland and scrubland; and
- Adopted Highways and Public Rights of Way.

4.7 While there are no identified residential interests within the Order Land, there are residential properties in proximity to the boundary of the land at Altham Lane, Peter Grime Row, Stone Hey and Bowland View, as well as within Huncoat Village nearby.

4.8 Huncoat village also contains a primary school, local shops, community facilities and a pub. The former Huncoat Power Station and colliery are located in an industrial area to the north of the Order Land.

4.9 The local transport network comprises:

- **Highways network:**
 - Burnley Lane - connecting Huncoat village with Hapton.
 - The A56 Accrington Bypass - providing access to the wider area.
 - Altham Lane - linking to Altham and the former power station and colliery sites.
- **Public Rights of Way:** including FP1101004, which is partially located within the Order Land.
- **Bus services:** local bus services currently connect Huncoat with Accrington and Burnley via Burnley Road.
- **Rail:** Huncoat railway station provides access to stations between Preston and Colne.

Protected characteristics groups

4.10 Census 2021 data has been analysed for the immediate study area (LSOA Hyndburn 002G), the wider Hyndburn local authority area, and England. A full analysis is provided in Appendix C. In summary:

- The demographic profile indicates that the study area is broadly consistent with local and national patterns, with some characteristics of note for the EqIA.
- The study area has a similar proportion of children and a slightly lower proportion of older people compared with England. However, the wider Lancashire projections show a significant increase in the population aged 80+ over the next 20 years, indicating an ageing population who may be more sensitive to environmental and accessibility changes.
- The proportion of disabled people living within the study area aligns with national rates. However, Hyndburn has a higher percentage of residents whose day-to-day activities are limited than the national rates, suggesting a wider population that may be more affected by changes in access, mobility, and environmental quality.

- Pakistani residents form the largest minority ethnic group locally, although the immediate study area has a much smaller proportion than for Hyndburn overall. English language proficiency is high in the study area, with 98.6% of households having all adults who speak English as their main language, indicating a low risk of language-related barriers to engagement or information access.
- The most significant minority religion in the study area is Islam, with Hyndburn having more than double the national proportion of Muslim residents.
- The population breakdown across the protected characteristics sex, sexual orientation, and gender reassignment is consistent with national rates.

Socio-economic disadvantage

4.11 Although socio-economic status is not a protected characteristic, the Council recognises socio-economically disadvantaged groups as a key equality consideration. The Council's Equality and Diversity Strategy states that:

'Inequality is not just about gender, race, disability, or the other protected characteristics. It is also about social class – family background or place of birth. By socio-economic disadvantage, we mean the state of being disadvantaged in life. This applies to getting on, getting educated, and getting a job. It is influenced by one or more external factors. Poverty is one such factor, but it can also be about the complex interplay of factors such as health, housing, education, and family background, and the resulting lack of ambition and expectations that so often combine to keep people in poverty and limit their chances of upward social mobility.'

4.12 The Indices of Deprivation (IoD) covers a set of relative measures of deprivation for small areas (Lower-layer Super Output Areas) across England.

4.13 Table 4-1 shows the deprivation decile for different deprivation domains for the LSOA in which the proposed scheme is located. This demonstrates that the lowest-ranking domain is Barriers to Housing and services, with the LSOA ranking 4th most deprived in Hyndburn for this domain.

Table 4-1 Local area deprivation

Deprivation domain	Decile (where 1 is most deprived)
Index of Multiple Deprivation	5
Income Decile	5
Employment Decile (where 1 is the most deprived 10% of LSOAs)	5
Education, Skills and Training Decile	7
Health Deprivation and Disability Decile	4
Crime Decile	6
Barriers to Housing and Services Decile	3
Living Environment Decile	5

4.14 Out of the 53 LSOAs in Hyndburn:

- 14 are in the 10% most deprived for income deprivation
- 14 are in the 10% most deprived for employment
- 21 are in the 10% most deprived for health

5. Consultation and engagement

Overview

- 5.1 Effective engagement with residents and stakeholders is important for developing inclusive proposals, contributing to equitable outcomes and supporting positive relations between groups.
- 5.2 This section summarises the engagement undertaken to date for the Scheme. Further details of engagement activities and the feedback received are set out in the Statement of Community Involvement (SCI) submitted in support of the Huncoat Lane planning application and the Statement of Reasons for the Order.

Landowner and affected third-party engagement

- 5.3 There has been regular consultation over several years with landowners. Members of the wider project team engaged with landowners during the pre-application period to discuss funding, planning, and high-level strategy, as well as to share early information and arrangements for the public consultation.
- 5.4 A face-to-face meeting with affected landowners/occupiers took place on 22nd January 2024. The purpose of the meeting was to present and discuss material to be shared in the public consultation prior to it going live and to listen to potential concerns/issues.
- 5.5 The Council has spoken to, met with and or written (by email and letter) to all landowners affected by the Order to discuss the proposals, land requirements and next steps.
- 5.6 As of February 2026, all agricultural landowners have appointed their own independent professional advisors to assist them with negotiations to sell their interests, either by agreement (the preferred option) or through a CPO if required.

Stakeholder and local community engagement

- 5.7 Stakeholders and the local community have been engaged and consulted on proposals for the Scheme and HGV. This includes consultation on the planning application for the construction of the Scheme.
- 5.8 The Council hosts two websites (a Hyndburn Borough Council website¹⁴ and an external website¹⁵ where residents, stakeholders, local businesses, and developers can access reports, policies, planning applications and project updates. If documents are needed in any other format, the Council will provide them in the preferred format.
- 5.9 In addition, information has been provided via two public exhibitions and a leaflet drop to 1,500 households.
- 5.10 The Council has taken feedback on board and developed proposals in response to feedback received from the local community, statutory consultees and other stakeholders.

Huncoat Community Forum

- 5.11 The Huncoat Community Forum was set up to improve the quality of life for the people of Huncoat and to improve the environment in and around Huncoat¹⁶. A meeting was held with the Forum on 15th November 2024 to provide an update on progress across various aspects

¹⁴ <https://www.hyndburnbc.gov.uk/huncoat-garden-village/>

¹⁵ <https://www.huncoatgardenvillage.co.uk/>

¹⁶ <https://prospectsfoundation.org.uk/huncoat/>

of HGV proposals, including the Huncoat Design Code and the planning application for the Scheme.

5.12 The meeting was used to discuss approaches for the wider public engagement, including venue, publicity and the continued role of the Forum. The meeting confirmed the following:

- Meeting with local residents likely to be most affected by the Scheme (i.e. residents along Altham Lane) to take place in advance of wider public engagement.
- Huncoat Primary School to be the venue for the public exhibition.
- Publicity leaflets would be distributed to addresses across Huncoat, as previously undertaken for the HGV proposals.
- Huncoat Community Forum to assist with publicising the consultation through the Forum's social media channels and through distribution of posters at appropriate locations within Huncoat.

Feedback from consultation

Profile of respondents

5.13 A total of 82 feedback forms were received during the public consultation. Respondents were predominantly aged 35–64, with limited engagement from:

- Disabled residents
- Younger people
- Minority ethnic groups

5.14 This underrepresentation is consistent with wider patterns of engagement and highlights the importance of targeted communication and accessible formats as the Scheme and Masterplan proposals progress.

Key themes raised

5.15 Key feedback is related to:

- Impacts of the design of the Burnley Lane junction on walkers and cyclists.
- Safety concerns –specifically to junction layouts and the speed of traffic along Huncoat Lane.
- Concerns about the shared foot and cycleway at Altham Lane junction.
- Specific concerns around construction impacts on local residents.

6. Assessment of equality effects

Overview

6.1 The assessment considers the potential impacts on affected people sharing protected characteristics arising from the exercise of compulsory powers to acquire land for the construction of the Scheme.

6.2 The assessment considers both:

- **Potential direct impacts of the Order** – this includes the effects on those directly affected by the acquisition of land and property within the Order Land: and
- **Potential indirect impacts of the Order** – this includes the beneficial and adverse high-level equality impacts realised through the development of Huncoat Lane and subsequently, the HGV proposals. This covers both construction and operational phases.

6.3 The assessment draws upon the following sources of information:

- The baseline evidence and engagement feedback set out in sections 4 and 5 of this report;
- The schedule to the Order which identifies each of the individuals and interests affected by the proposed compulsory acquisition. This assumes that the information on land ownership, occupation and land use is accurate at the time of assessment. If additional affected interests are identified later, the EqlA should be updated accordingly.
- Planning application documents for the Scheme (Ref: 11/25/0124¹⁷). This includes:
 - Design and Access Statement;
 - Environmental Statement – including the Air Quality, Noise & Vibration, Landscape & Visual, Ecology and Biodiversity and Transport Assessment chapters; and
 - The Outline Construction Environmental Management Plan (CEMP).

Potential direct impacts

6.4 The compulsory acquisition of land for the Scheme will directly affect a small number of landowners, occupiers, and businesses. These impacts relate primarily to:

- Loss of agricultural land;
- Loss of scrubland and woodland;
- Acquisition of adopted highways land;
- Loss of land with a public footpath; and
- Loss of land currently used for stables/livery yard.

6.5 The equality effects of the above will depend on the protected characteristics of the affected parties, the nature and use of land interests, and the extent of the disruption.

¹⁷<https://planning.hyndburnbc.gov.uk/Northgate/ES/Presentation/Planning/OnlinePlanning/OnlinePlanningOverview?applicationNumber=11%2F25%2F0124&guid=f3139b0f-51fc-4c66-bd88-ca4d7084bf19>

Loss of agricultural land

- 6.6 The scheme requires the acquisition of multiple parcels containing agricultural land, ranging from 101 sqm to 75,039 sqm. The primary users of the land are the landowners and any agricultural employees.
- 6.7 There is one identified occupier who is using agricultural land for horse stables and a livery yard, which has been assessed as a separate impact. In addition, Parcel 8 also contains a public footpath, which has also been assessed separately.
- 6.8 The Council aims to acquire land by agreement wherever possible. However, if agreement cannot be reached, compulsory acquisition of agricultural land will be required. Loss of land and/or changes to access arrangements have the potential to:
- Affect business viability where land loss reduces the area available for agricultural activity or renders parts of the holding unsuitable for farming;
 - Impact grants, funding or other subsidy arrangements where eligibility may be dependent on land area or land use¹⁸; and
 - Reduce income stability for landowners and affect employment for agricultural workers
- 6.9 Where suitable replacement land is not available locally, landowners may need to travel to alternative sites to continue operations. This may increase operational costs and reduce efficiency, particularly where landowners live on or adjacent to their holdings. Identifying suitable replacement land can be challenging due to the specific requirements associated with different agricultural uses.
- 6.10 Agriculture typically has an ageing workforce, with over a third of all farm holders in England over the age of 65 years in 2024.¹⁹ Therefore, compulsory acquisition may disproportionately affect older landowners who rely on land-based income. Landowners or agricultural workers may also have age- or disability-related impairments that make it more difficult to adapt to land loss, changes in access, or increased travel requirements. These factors may create differential or disproportionate equality impacts.
- 6.11 To date, no landowners or occupiers have notified the Council that they have a specific need due to a protected characteristic. However, the Council will continue to engage with landowners to identify needs and appropriate support where possible.
- 6.12 The cumulative impact on the same affected interests may therefore increase over time as wider proposals progress. However, unlocking land through the construction of the Scheme may also provide major positive impacts, benefitting the majority of agricultural landowners, as their land becomes more accessible and more financially viable for housing development opportunities.

Mitigation measures

- 6.13 The Council will:
- Continue to seek acquisition by agreement with all landowners to minimise the need for compulsory purchase.

¹⁸ Department for Environment, Food & Rural Affairs, Rural Payments Agency and Forestry Commission (Jan 2026) Guidance: Funding for farmers, growers and land managers <https://www.gov.uk/guidance/funding-for-farmers>

¹⁹ Department for Environment, Food & Rural Affairs (2025) Framing Evidence – Key Statistics <https://www.gov.uk/government/publications/farming-evidence-pack-a-high-level-overview-of-the-uk-agricultural-industry/farming-evidence-key-statistics-accessible-version>:

- Maintain ongoing engagement with agricultural landowners to understand specific needs, including:
 - Making reasonable adjustments during engagement;
 - Identifying any protected characteristics that may give rise to differential impacts; and
 - Identifying impacts on employees and other interests;
- Provide compensation in line with Statutory Compensation Code and ensure timely payment to support good relations with affected landowners;

Residual impact

- 6.14 With mitigation in place, there may be **negligible to moderately adverse effects** where land loss affects business viability or requires changes to long-established working practices. This may particularly affect older landowners, those with disability-related impairments and those experiencing socio-economic disadvantage. Continued engagement and tailored support will be essential to identify needs and reduce residual risk. As a further recommendation, the Council may wish to appoint an Agricultural Liaison Officer to support and advise landowners during the construction phase.
- 6.15 However, it should be noted that these groups may also experience **moderate positive impacts** in the long term due to improved vehicle access to agricultural land as a result of the Scheme. There may also be **major positive** effects in the long term, especially for those land owners experiencing socio-economic disadvantage, as the Scheme enables HGV to come forward and allows the majority of land owners to develop or sell their agricultural land for redevelopment.

Loss of woodland and scrubland

- 6.16 The scheme requires the acquisition of land containing woodland and scrubland owned by several landowners. The acquisition is not expected to have any direct equality effects on landowners or occupiers, as there is no anticipated impact on business operations, employment, or residential accommodation.
- 6.17 None of the land is publicly accessible (with the exception of the PRow on Parcel 8, assessed separately). However, woodland and scrubland adjacent to the highway provide important environmental functions, including noise reduction, visual screening, shading, and creating a calmer sensory environment²⁰.
- 6.18 These environmental benefits are particularly relevant for groups more sensitive to changes in noise and sensory exposure, including disabled people (especially those with sensory or respiratory impairments), older people, children, and pregnant women²¹.

Mitigation measures

- 6.19 The Council will:
- Continue to seek acquisition by agreement with all landowners to minimise the need for compulsory purchase.

²⁰ Timothy Van Renterghem, Towards explaining the positive effect of vegetation on the perception of environmental noise, Urban Forestry & Urban Greening, Volume 40, 2019, Pages 133-144, ISSN 1618-8667 <https://doi.org/10.1016/j.ufug.2018.03.007>

²¹ Public Health England (2018) Health Matters: Air Pollution <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

- Prepare a CEMP, CMTP and a Construction Phase Plan to minimise disruption to the local environment during construction.
- Incorporate a planting strategy to include new roadside vegetation, hedgerows, and landscaping into the scheme design to provide natural screening over time. This will also deliver an overall net gain in biodiversity and enhancement of local habitats.

Residual impact

6.20 With mitigation in place, the residual equality impact is expected to be negligible, as the land is not directly used by the public and environmental roadside screening will be reinstated through landscaping and biodiversity measures.

Loss of / disruption to existing highways

6.21 The acquisition of land will result in sections of the existing public highway being stopped up, reconfigured, or incorporated into the scheme.

6.22 While the acquisition of adopted highway land is not likely to have any direct equality effects on landowners or occupiers, changes to the local road network may create differential or disproportionate impacts for protected characteristic groups who rely on existing routes to access key services in the local area. Potential impacts include:

- **Changes to familiar driving routes** – this may disproportionately affect older people, disabled people, and children, particularly those with sensory or cognitive impairments or neurodiversity. These groups are more likely to experience stress or anxiety from using unfamiliar routes.
- **Longer travel distances** – this may impact children travelling to school, and older or disabled residents accessing healthcare, shopping, or social networks.
- **Potential disruption to local bus services** - although no bus stops are directly affected by the Order, any disruption to bus services due to diversions may disproportionately affect groups that rely more on bus travel, including older people, disabled people, young people, and low-income households.
- **Reduced connectivity between Huncoat and Hapton** - the stopping up of Burnley Lane, which may affect those travelling between the two villages.
- **Impacts on walking and cycling routes** – disruptions to existing walking and cycling routes may disproportionately affect low-income households and those without access to a private vehicle, including older people, disabled people, young people, and low-income households.

Mitigation measures:

6.23 The Council will:

- Continue to seek acquisition by agreement with all landowners to minimise the need for compulsory purchase.
- Prepare a CEMP and a Construction Phase Plan to minimise disruption to users of the local road network.
- Prepare a CMTP to provide clear, accessible communication on diversions, temporary closures, and the new road layout.
- Develop a Travel Plan.

Residual impact

- 6.24 Following implementation of CEMPs, CTMPs, travel plans and communication with residents, the residual impact is likely to be **minor adverse**. Some disruption to familiar routes may still be experienced by older people, disabled people and low-income households during construction, but these effects can be managed. It is recommended that travel plan measures include personalised travel planning support for local residents, informed by evidence on journeys to key services and destinations. This should also identify schools, healthcare facilities, and other key services where increased travel distances may affect vulnerable groups, and plan mitigating actions accordingly.
- 6.25 The Council should also consult with bus operators to minimise disruption to services and ensure continuity of access for groups reliant on public transport
- 6.26 In the long term, the new road should reduce journey times for most trips and improve overall accessibility across all modes of travel.

Potential closure/ diversion of public footpath

- 6.27 The scheme requires the acquisition of land containing a Public Right of Way (PRoW), specifically public footpath FP1101004.
- 6.28 While the acquisition of the land containing the PRoW is not expected to have direct equality effects on landowners or occupiers, the loss, diversion, or temporary closure of the PRoW for construction purposes may disadvantage current users of the footpath.
- 6.29 Groups with mobility or sensory impairments, including older people, disabled people, pregnant women, and people with pushchairs or young children, are likely to be most adversely affected by increased walking distances, uneven temporary routes, or diversions that reduce accessibility.

Mitigation

- 6.30 The Council will:
- Continue to seek acquisition by agreement with all landowners to minimise the need for compulsory purchase.
 - Develop a CEMP and CTMP to ensure any temporary and permanent diversions are appropriately implemented and managed and provide advanced notice of closures, diversion routes and works, using accessible communication formats for local residents and the Huncoat Community Forum
 - Develop a Travel Plan.

Residual impact

- 6.31 With mitigation in place, the remaining equality impact is expected to be **minor adverse**. However, some temporary effects may still be experienced by older people, disabled people, pregnant women, and families with young children. Ensuring accessible diversion routes and clear communication will be important to minimise disadvantage for these groups.
- 6.32 The Council may also wish to consult the Lancashire Local Access Forum on diversion routing and signposting to maintain accessibility and support the health and wellbeing benefits associated with active travel.

Loss of land used for stables and livery yard

- 6.33 The scheme requires the acquisition of land used as a livery yard and stables for horses. The land provides stables and land for horses that are not suitable for a standard stable or livery yard environment due to age, injury or health conditions.
- 6.34 The acquisition is not expected to have any direct equality effects on landowners or occupiers, as there is no anticipated impact on business operations, employment, or residential accommodation, and there are no groups with protected characteristics using the land.
- 6.35 However, the Council will undertake further engagement with the occupier to identify any specific needs in relation to the loss of this facility.

Table 6-1 Summary table of potential direct equality impacts of the Order

Land-take impact	Relevant Parcels	Affected interests	Summary of potential effects on protected groups	Key mitigation	Residual impact
Loss of agricultural land	2,3,8,1,13, 14,16	<ul style="list-style-type: none"> Agricultural landowners and any employees 	<ul style="list-style-type: none"> Older or disabled people may be disproportionately affected due to reliance on land-based income, mobility limitations, or difficulty adapting to a change in access to farming land 	<ul style="list-style-type: none"> Acquisition by agreement and compensation Tailored engagement, identification of relevant protected characteristics and implementing reasonable adjustments CEMPs/CTMPs 	<ul style="list-style-type: none"> Negligible/Minor/moderate adverse depending on the extent of land loss and individual circumstances/needs However, positive impacts may occur due to the increased value of land in the long term
Loss of woodland and shrubland	5, 8, 10, 14, 15, 16, 17, 18, 19, 20	<ul style="list-style-type: none"> Private landowners (no public access) 	<ul style="list-style-type: none"> Roadside environmental screening of noise, air quality, and sensory environment is particularly relevant for disabled people, older people, children, and pregnant women 	<ul style="list-style-type: none"> CEMPs/CTMPs Biodiversity net gain Planting strategy for the Scheme 	<ul style="list-style-type: none"> Negligible due to lack of direct users, net gain in biodiversity and proposed comprehensive planting strategy.
Loss of highways land	4,6,7,9,12, 21, 22	<ul style="list-style-type: none"> Road users, including older people, disabled people, children, and low-income households 	<ul style="list-style-type: none"> Changes to familiar routes, longer journeys, potential bus delays, and reduced connectivity between Huncoat and Hapton 	<ul style="list-style-type: none"> CEMPs/CTMPs Travel Plan Communication 	<ul style="list-style-type: none"> Minor adverse with mitigation and management of temporary disruption
Loss or diversion of the public footpath	8	<ul style="list-style-type: none"> Users of the PRoW, including older people, disabled people, pregnant women, and families with young children 	<ul style="list-style-type: none"> The temporary diversion of the footpath may increase walking distances or reduce accessibility; uneven temporary routes may disadvantage mobility-impaired users 	<ul style="list-style-type: none"> CEMPs/CTMPs Accessible temporary/permanent diversions Travel Plan 	<ul style="list-style-type: none"> Minor adverse with accessible diversions and clear communication
Loss of land for stables and livery	16	<ul style="list-style-type: none"> Occupiers of land operating the stables 	<ul style="list-style-type: none"> There is no known protected characteristic of the occupiers that affects the ability to relocate, and no active use of the land by protected characteristic groups. 	<ul style="list-style-type: none"> Acquisition by agreement Minimise land-take Support to the occupier to identify alternative land 	<ul style="list-style-type: none"> Neutral

Potential indirect impacts

- 6.36 The confirmation of the Order will bring the Order Land into the ownership of the Council and enable the construction of the Scheme, subsequently unlocking development land for HGV. While the direct impacts relate to the compulsory acquisition of land, a wider set of indirect impacts will arise during both the construction and operational phases of the Scheme and the Masterplan proposals.
- 6.37 These indirect impacts may be experienced by residents, businesses, visitors and other users of the local area, including groups with protected characteristics. The assessment, therefore, also considers high-level impacts, including:
- **Construction-phase impacts** on employment, environmental impacts, traffic management, safety, and temporary changes to access.
 - **Operational impacts** following construction of the Scheme - including changes to local road networks, accessibility, and environmental conditions.
 - **High-level future impacts** associated with the delivery of HGV, including new homes, community facilities, and open space.
- 6.38 The extent to which these impacts create differential or disproportionate effects will depend on the sensitivity of particular groups, their reliance on local services and transport networks, their ability to adapt to change and whether appropriate mitigation measures are put in place.
- 6.39 Older people, disabled people, pregnant women, children, and low-income households may be more affected by temporary construction disruption, including changes to local journeys and environmental impacts.
- 6.40 However, these same groups may also benefit from improved walking, cycling and bus stop infrastructure, reduced traffic through Huncoat village, and increased access to key services in the long term.
- 6.41 The construction of the Scheme will also help to unlock HGV, with an investment worth £463,449,001 in an area that needs new homes and investment. This will contribute to positive equality effects, including:
- Approximately 1,800 new homes. This includes family housing, affordable and accessible, which can be of particular benefit to protected characteristic groups.
 - A new local centre with retail, healthcare and community facilities;
 - An expansion of Huncoat primary school;
 - Walking, cycling and public transport improvements, including improved station facilities, and increased parking;
 - An increase in public realm and open space, including sports pitches, play places, parks and other green spaces;
 - Temporary employment creation during the construction phases, as well as approximately 110 permanent jobs within the local centre;
- 6.42 Groups with protected characteristics are likely to be able to share in the benefits of increased access to housing, employment, education, transport options and outdoor space being provided.

- 6.43 However, it also noted that the cumulative construction impacts may have differential effects on vulnerable groups. In addition, an increased population over 15 years of construction time may also place temporary or long-term pressure on local services and the transport network.
- 6.44 The table below summarises the high-level indirect impacts identified, the equality relevance of each, and the mitigation measures planned to minimise disadvantage and support positive outcomes.

Impact	Summary of high-level impact	Summary of equality effects	Planned mitigation
Construction impacts – Huncoat Lane			
Local employment opportunities during construction	<ul style="list-style-type: none"> Temporary employment and training opportunities will be created during construction 	<ul style="list-style-type: none"> Younger people, disabled people and some ethnic minority groups are overrepresented in unemployment figures. Equality effects will depend on the extent to which the above groups can benefit. 	<ul style="list-style-type: none"> Contractor-led Employment, Education and Skills Strategy with targeted recruitment Disability Confident Employer commitments and contractor evidence of Inclusive recruitment policies Contractor Social Value Plan
Consultation and engagement	<ul style="list-style-type: none"> Inclusive engagement will support the successful delivery of the proposed scheme and wider development. 	<ul style="list-style-type: none"> Monitoring has shown that young people, ethnic minority groups and socio-economically disadvantaged groups are underrepresented in consultation feedback. 	<ul style="list-style-type: none"> Continued inclusive engagement using accessible media Targeted outreach to underrepresented groups Continued work with Huncoat Community Forum to reach underrepresented groups.
Environmental impacts of construction	<ul style="list-style-type: none"> The ES has identified minor adverse air quality, noise and vibration effects. Affecting nearby residents (Altham Lane, Peter Grime Row, Stone Hey and Bowland View). 	<ul style="list-style-type: none"> Older people, disabled people (especially those with respiratory or sensory impairments)²², pregnant women²³ and children²⁴ are more sensitive to the adverse health effects of environmental impacts. 	<ul style="list-style-type: none"> CEMP Adherence with codes of construction practice, Considerate Constructors Scheme; Environmental monitoring Community liaison controls
Safety and security during construction	<ul style="list-style-type: none"> Construction sites and diversions may create perceived or actual safety and security risks. 	<ul style="list-style-type: none"> Children, older people, disabled people and women may be more sensitive to security and safety concerns associated with construction sites. 	<ul style="list-style-type: none"> CTMP, CEMP, codes of construction practice, Considerate Constructors Scheme; Site security and safety management; Safe pedestrian routes; and School and community safety outreach.

²² McAllister, K et al., (2022) Autism spectrum condition and the built environment. <https://www.tandfonline.com/doi/full/10.1080/23748834.2022.2139210>

²³ Public Health England (2018) Health Matters: Air Pollution <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

²⁴ R. Thompson et al (2024) Air pollution, traffic noise, mental health, and cognitive development: A multi-exposure longitudinal study of London adolescents in the SCAMP cohort <https://doi.org/10.1016/j.envint.2024.108963>

<https://www.eea.europa.eu/en/analysis/publications/air-pollution-and-childrens-health>

Impact	Summary of high-level impact	Summary of equality effects	Planned mitigation
Temporary disruption to the local transport network	<ul style="list-style-type: none"> The stopping up of Burnley Lane and other diversions on the local road network may increase travel distances and require unfamiliar routes. 	<ul style="list-style-type: none"> Disabled people, older people, pregnant women, and people with pushchairs may be disproportionately affected by longer or unfamiliar journeys. Older people with dementia are more likely to struggle with navigation and wayfinding skills, particularly when familiar surroundings change.²⁵ Low-income households may be more reliant on walking and buses. 	<ul style="list-style-type: none"> CTMP Engagement with Lancashire Local Access Forum Traffic management and Community Travel Plan Maintain key walking routes and create accessible diversions Engagement and coordination with bus operators. Improved active travel and bus service provision in the long term.
Visual and landscape changes	<ul style="list-style-type: none"> During the construction phase, there would be negligible to minor/moderate adverse landscape and visual impacts for surrounding areas and users of PRowS. 	<ul style="list-style-type: none"> Changes may impact groups who are particularly sensitive to changes in visual stimuli, including older people with dementia and disabled people, particularly those with autism. 	<ul style="list-style-type: none"> CEMP - appropriate hoarding and construction fencing Avoiding excessive temporary land take Temporary diversion of public footpath.
Operational impacts – Huncoat Lane			
Permanent changes to the local transport network	<ul style="list-style-type: none"> New road layout and stopping up of Burnley Lane will result in changes to travel on the local road network. 	<ul style="list-style-type: none"> Older people, disabled people and children may be affected by longer or unfamiliar routes. 	<ul style="list-style-type: none"> Travel plan (including potential for personalised travel planning) Walking and cycling access between Burnley Lane and Mill Lane to remain Clear signage and communication plan Safe crossings and active travel infrastructure

²⁵ Wiener, J.M. and Pazzaglia, F. (2021) 'Ageing-and dementia-friendly design: theory and evidence from cognitive psychology, neuropsychology and environmental psychology can contribute to design guidelines that minimise spatial disorientation', *Cognitive Processing*, 22 (4), pp. 715- 730. Available at: [Ageing- and dementia-friendly design: theory and evidence from cognitive psychology, neuropsychology and environmental psychology can contribute to design guidelines that minimise spatial disorientation - PMC](#)

Impact	Summary of high-level impact	Summary of equality effects	Planned mitigation
Reduced traffic through Huncoat village (Burnley Lane)	<ul style="list-style-type: none"> Relief of congestion and reduced through-traffic, resulting in noise and air quality benefits 	<ul style="list-style-type: none"> Potential positive impacts for older people, disabled people, children and pregnant women due to improved air quality, reduced noise and safer streets. 	<ul style="list-style-type: none"> None required beyond standard monitoring.
Increased active travel infrastructure and new bus stops	<ul style="list-style-type: none"> Increased sustainable transport options, including bus stops, provision of footways and cycleways. 	<ul style="list-style-type: none"> Some groups are more likely to depend on public transport, walking and cycling for journeys, including children, young people, older people, women and ethnic minority groups. Some groups may also benefit more from the beneficial health effects of increased walking and cycling opportunities. 	<ul style="list-style-type: none"> Inclusive design standards – through Huncoat Design Code Travel Plan
High-level impacts resulting from unlocking land for Huncoat Garden Village			
Delivery of the Huncoat Garden Village Masterplan	<ul style="list-style-type: none"> Future phases will deliver new homes, open space, school expansion and a local centre. 	<ul style="list-style-type: none"> Potential long-term benefits for all groups, including improved access to services, housing and green space. Risks include potential further CPOs, construction disruption on local communities and pressures on local amenities. 	<ul style="list-style-type: none"> Future EqlAs for HGV (including potential CPOs) Huncoat Garden Village Design Code; Affordable and accessible home provision; Continued engagement with residents and stakeholders Assessment and monitoring of cumulative impacts.

7. Conclusions

Conclusions

7.1 This Equality Impact Assessment has considered the potential equality implications arising from the compulsory acquisition of land, as well as the high-level indirect impacts associated with the construction and operation of the Scheme and the wider Huncoat Garden Village development that the Order will help unlock.

Direct impacts

7.2 The direct impacts of the Order relate to the acquisition of agricultural land, woodland and scrubland, adopted highway land, a public footpath, and land used for stables and a livery yard. The assessment concludes that:

- **Agricultural landowners** may experience *minor to moderate* equality impacts, particularly older landowners and those with disability-related impairments who may find it more difficult to adapt to land loss or changes in access. However, unlocking land through the construction of the Scheme may also provide major positive impacts, benefitting the majority of agricultural landowners, as their land becomes more accessible and more financially viable for housing development opportunities.
- **Users of the public footpath (FP1101004)** may experience *minor* temporary impacts, particularly disabled people, older people, pregnant women and families with young children, where diversions increase walking distances or reduce accessibility.
- **Woodland and scrubland acquisition** is expected to have *negligible* equality impacts due to the absence of public access currently and improved landscaping proposals for the Scheme.
- **Adopted highway land acquisition** is not expected to create direct equality impacts for landowners or occupiers, but may result in changes to journeys for local residents who currently use the highway.
- **The loss of land used by an occupier for stables and a livery yard** is likely to have neutral effects on protected characteristic groups.

Indirect impacts

7.3 The equality effects arising during the construction of the Scheme may cause short-term disruption to local residents and businesses. Groups such as older people, disabled people, pregnant women, children, and low-income households may be more sensitive to temporary changes to transport and access to services, as well as environmental impacts. The assessment finds that:

- Construction-related impacts such as noise, air quality, temporary diversions and changes to familiar routes may disproportionately affect older people, disabled people, pregnant women, children and low-income households.
- Changes to the road network during construction and operation, including the stopping up of Burnley Lane and re-routing of traffic, may affect groups more sensitive to unfamiliar routes or longer journeys, such as children, older people and disabled people.
- However, there are likely to be benefits for these groups in the long-term as a result of a more efficient road network and an increase in safer walking, cycling and bus stop infrastructure. This is a benefit for those who are less likely to have access to a private car, including children, young people, women, older people and socio-economically disadvantaged groups.

- Reduced traffic through Huncoat village will result in improved air quality and safer walking and cycling conditions for local residents.

7.4 In the longer term, the wider HGV proposals have the potential to deliver significant positive outcomes for all groups, including new homes, improved access to services, expanded education provision, and increased open space. These benefits will need to be maximised through continued inclusive design, ongoing engagement, and future equality assessments as later phases come forward. The potential adverse impacts of new development will need to be assessed, mitigated, and well managed to minimise their effects on groups with protected characteristics.

Overall conclusion

7.5 The Council has demonstrated due regard to the PSED by identifying potential impacts of the Order, assessing the effects on protected groups, and setting out mitigating actions to minimise disadvantage and advance equality of opportunity.

7.6 The adverse equality effects of the Order and the Scheme are likely to be minor, manageable, and proportionate if the mitigation measures identified in this EqlA are implemented.

7.7 In addition, the long-term benefits of the Scheme are likely to provide major positive outcomes for groups with protected characteristics.

7.8 Continued engagement, accessible communication, inclusive design and management of construction impacts will be essential to ensuring that protected characteristic groups are not disproportionately affected and can share in the long-term benefits of the Scheme and HGV.

Mitigating measures

7.9 The following mitigation measures and actions are made to support ongoing compliance with the PSED and to maximise positive outcomes:

- Attempt to acquire land by agreement with directly affected interests to avoid the need for compulsory acquisition;
- No affected parties have informed the Council of any specific needs in relation to their protected characteristics to date. However, through continued engagement, the Council will attempt to identify the needs and priorities of directly affected interests and will make appropriate, reasonable adjustments to engagement, compensation, and other support accordingly.
- Continue ongoing and accessible communication with other stakeholders, residents and community groups, using formats suitable for disabled people and those with limited digital access. This includes activities with underrepresented groups and the Huncoat Community Forum to ensure local residents continue to contribute to plans.
- Ensure the Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) explicitly consider the needs of protected characteristic groups. This may include the need for an Agricultural Liaison Officer to support agricultural landowners.
- Develop a contractor-led Employment, Education and Skills Strategy and Social Value Plan to maximise opportunities for local people, particularly young people, disabled people and those from minority ethnic backgrounds. This should focus on the areas of Hyndburn with the highest levels of income and employment deprivation.
- Ensure permanent diversions and new bus stop provision and walking/cycling routes are designed to be accessible for disabled people, older people and families with pushchairs

and young children. This may include liaison with Lancashire Local Access Forum and local bus operators where appropriate.

- Assess cumulative environmental impacts for future phases of HGV

Future EqIA requirements

- 7.10 The EqIA is a predictive assessment and considers the effects of the Order on groups of people rather than on individuals. The recommendations outlined are therefore suggested to minimise the impact on recognised groups with protected characteristics in the area at the time of the assessment.
- 7.11 This EqIA should be considered as a live document, and should be updated, refreshed, and the actions within it monitored regularly. This should include a monitoring update on the status of identified potential impacts and associated mitigation. This may result in updates to both the assessment of effects and the recommendations for the proposed mitigation measures.
- 7.12 It is also recommended that further EqIA work is undertaken to support detailed planning application(s) for the HGV and further potential CPOs.



Map CPO FINAL at
10 03 25.pdf

Appendix A: Order Land map

Appendix B: Disability definitions

Main elements of the definition of disability (adapted from Government Guidance)²⁶

The Equality Act 2010 defines a disabled person as a person with a disability. A person has a disability for the purposes of the Act if he or she has a physical or mental impairment and the impairment has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities (**S6(1)**).

This means that, in general:

- the person must have an impairment that is either physical or mental
- the impairment must have substantial adverse effects
- the substantial adverse effects must be long-term
- the long-term substantial adverse effects must be effects on normal day-to-day activities

All of the factors above must be considered when determining whether a person is disabled.

Meaning of 'impairment'

The definition requires that the effects which a person may experience must arise from a physical or mental impairment. The term mental or physical impairment should be given its ordinary meaning. It is not necessary for the cause of the impairment to be established, nor does the impairment have to be the result of an illness. In many cases, there will be no dispute whether a person has an impairment. Any disagreement is more likely to be about whether the effects of the impairment are sufficient to fall within the definition, and in particular whether they are long-term. Even so, it may sometimes be necessary to decide whether a person has an impairment so as to be able to deal with the issues about its effects.

Whether a person is disabled for the purposes of the Act is generally determined by reference to the **effect** that an impairment has on that person's ability to carry out normal day-to-day activities. It is not possible to provide an exhaustive list of conditions that qualify as impairments for the purposes of the Act. Any attempt to do so would inevitably become out of date as medical knowledge advances.

A disability can arise from a wide range of impairments, which can be:

- sensory impairments, such as those affecting sight or hearing

²⁶ Government Equalities Office/ Women and Equalities Unit (March 2013) Disability: Equality Act 2010 - Guidance on matters to be taken into account in determining questions relating to the definition of disability

- impairments with fluctuating or recurring effects such as rheumatoid arthritis, myalgic encephalitis (ME), chronic fatigue syndrome (CFS), fibromyalgia, depression and epilepsy
- progressive, such as motor neurone disease, muscular dystrophy, and forms of dementia
- auto-immune conditions such as systemic lupus erythematosus (SLE)
- organ specific, including respiratory conditions, such as asthma, and cardiovascular diseases, including thrombosis, stroke and heart disease
- developmental, such as autistic spectrum disorders (ASD), dyslexia and dyspraxia
- learning disabilities
- mental health conditions with symptoms such as anxiety, low mood, panic attacks, phobias, or unshared perceptions; eating disorders; bipolar affective disorders; obsessive compulsive disorders; personality disorders; post-traumatic stress disorder, and some self-harming behaviour
- mental illnesses, such as depression and schizophrenia
- produced by injury to the body, including to the brain

It may not always be possible, nor is it necessary, to categorise a condition as either a physical or a mental impairment. The underlying cause of the impairment may be hard to establish. There may be adverse effects which are both physical and mental in nature. Furthermore, effects of a mainly physical nature may stem from an underlying mental impairment, and vice versa.

Appendix C: Protected characteristic groups

An analysis of Census 2021 data has been undertaken to produce a profile of protected characteristic groups living in the study area. The areas analysed include:

- Lower Super Output Area (LSOA) E01025053: Hyndburn 002G - This area encompasses those who are likely to be directly affected by the Order, as well as the indirect impacts during construction and operation;
- Hyndburn Local authority area (Hyndburn) - this has been included due to the residents benefiting from wider scheme proposals; and
- National level data (England) has also been collated for further analysis and comparison.

Census 2021 data is the most robust source of demographic information; however, it does not capture all protected characteristics at the small-area level. Hyndburn level data has been analysed in these cases.

It should be noted that some protected characteristic groups are small in number locally and, therefore, limit the ability to draw statistically significant conclusions about potentially affected groups.

Protected characteristic groups

Sex

Table C-1 shows that the study area's distribution of residents by sex aligns with Hyndburn and national rates.

Table C-1 Population by sex

Sex	LSOA Hyndburn 002G	Hyndburn	England
Females	50.6%	50.8%	51.0%
Males	49.4%	49.2%	49.0%

Source Census 2021: TS008 - Sex ²⁷

Age

Table C-2 shows the age profile for the study area, compared with local and national rates. The percentage of children living in the study area is in line with the national level and slightly lower than the Hyndburn level.

Although the percentage of people aged 65 and over is slightly lower than the national rate, this age group will see a larger increase than other age groups over the next 20 years. The number of people aged 80 and over is projected to nearly double in Lancashire, from 2022 (68,980) to 2047 (132,018). The proportion of the population aged 80 and over is projected to grow from 5.5% in 2022 (England = 5.0%) to 9.2% by 2047 (England = 8.3%) in Lancashire²⁸.

Table C-2 Population by age group

Age (years)	LSOA Hyndburn 002G	Hyndburn	England
-------------	--------------------	----------	---------

²⁷ ONS (2021). Census 2021: TS008 – Sex. Available at: [Dataset Selection - Query - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/dataset-selection-query-nomis-official-census-and-labour-market-statistics)

²⁸ <https://www.lancashire.gov.uk/lancashire-insight/population-and-households/population/population-projections/>

Children (0-15)	18.6%	20.2%	18.5%
Young People (16-24)	9.4%	10.2%	10.6%
Older People (65 and over)	18.3%	18.3%	19.4%

Source: Census 2021 (TS007B - Age by broad age bands)

Disability

Table C-3 shows that the percentage of the population reporting as disabled in the study area is in line with national rates, with Hyndburn having higher rates of disabled people.

Table C-3 Population by disability

Disability	LSOA Hyndburn 002G	Hyndburn	England
Disabled under the Equality Act	17.9%	20.8%	17.3%
Disabled under the Equality Act: Day-to-day activities are limited a lot	7.3%	9.7%	7.3%
Disabled under the Equality Act: Day-to-day activities are limited a little	10.6%	11.1%	10.0%
Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	6.8%	6.0%	6.8%
Not disabled under the Equality Act: No long term physical or mental health conditions	75.4%	73.2%	75.9%

Source: Census 2021 (TS038 – Disability)

Race

Table C-4 shows that Pakistani ethnicity constitutes the largest share of ethnic minority groups (4%) in the study area and in Hyndburn (13.2%). Table C-5 shows that 7.8% of households in Hyndburn have at least one household member who does not speak English as their main language, compared with 10.7% nationally. However, only 1.5% of households in the immediate study have at least one adult in the household who does not speak English as their main language.

Table C-4 Population by ethnicity

Ethnicity	LSOA Hyndburn 002G	Hyndburn	England
Asian, Asian British or Asian Welsh: Bangladeshi	0.0%	0.6%	1.1%
Asian, Asian British or Asian Welsh: Chinese	0.1%	0.2%	0.8%
Asian, Asian British or Asian Welsh: Indian	0.0%	0.4%	3.3%
Asian, Asian British or Asian Welsh: Pakistani	4.0%	13.2%	2.8%
Asian, Asian British or Asian Welsh: Other Asian	0.3%	0.8%	1.7%
Black, Black British, Black Welsh, Caribbean or African: African	0.1%	0.2%	2.6%

Ethnicity	LSOA Hyndburn 002G	Hyndburn	England
Black, Black British, Black Welsh, Caribbean or African: Caribbean	0.1%	0.0%	1.1%
Black, Black British, Black Welsh, Caribbean or African: Other Black	0.0%	0.0%	0.5%
Mixed or Multiple ethnic groups: White and Asian	0.9%	0.7%	0.8%
Mixed or Multiple ethnic groups: White and Black African	0.1%	0.1%	0.4%
Mixed or Multiple ethnic groups: White and Black Caribbean	0.3%	0.2%	0.9%
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	0.0%	0.3%	0.8%
White: English, Welsh, Scottish, Northern Irish or British	92.8%	79.6%	73.5%
White: Irish	0.3%	0.4%	0.9%
White: Gypsy or Irish Traveller	0.0%	0.1%	0.1%
White: Roma	0.0%	0.1%	0.2%
White: Other White	0.7%	2.5%	6.3%
Other ethnic group: Arab	0.1%	0.2%	0.6%
Other ethnic group: Any other ethnic group	0.1%	0.4%	1.6%

Source: Census 2021 (TS021 - Ethnic group)

Table C-5 Household language of population

Household Language	LSOA Hyndburn 002G	Hyndburn	England
All adults in household have English as a main language	98.6%	92.3%	89.3%
At least one but not all adults in household have English as a main language	1.0%	4.3%	4.3%
No adults in household, but at least one person aged 3 to 15 years, has English as a main language	0.0%	0.8%	1.4%
No people in household speak English as a main language	0.5%	2.7%	5.0%

Source: Census 2021 (TS025 - Household language)

Religion

Table C-6 shows that the percentages of the population who are Christian are higher than in Hyndburn and at the national level. The most significant percentage of religious minority groups is Muslim, which is more than twice the percentage in Hyndburn than at the national level.

Table C-6 Population by religion

Religion	LSOA Hyndburn 002G	Hyndburn	England
No religion	33.8%	28.4%	36.7%

Religion	LSOA Hyndburn 002G	Hyndburn	England
Christian	55.7%	51.0%	46.3%
Buddhist	0.1%	0.2%	0.5%
Hindu	0%	0.1%	1.8%
Jewish	0%	0.0%	0.5%
Muslim	4.5%	14.7%	6.7%
Sikh	0%	0.0%	0.9%
Other religion	0.5%	0.4%	0.6%
Not answered	5.4%	5.2%	6.0%

Source: Census 2021 (TS030 – Religion)

Sexual orientation

Table C-7 provides a breakdown by sexual orientation for Hyndburn. This shows that percentages of sexual orientation groups are on a par with national rates.

Table C-7 Population by sexual orientation

Sexual orientation	Hyndburn	England
Straight or Heterosexual	90.4%	89.4%
Gay or Lesbian	1.2%	1.5%
Bisexual	1.0%	1.3%
All other sexual orientations	0.2%	0.3%
Not answered	7.2%	7.5%

Source: Census 2021 (TS077 - Sexual orientation)

Gender reassignment

Table C-8 provides a breakdown of the population by gender identity. This shows similar rates among those whose gender identity matches the gender registered at birth, compared with national rates.

Table C-8 Population by gender identity

Gender Identity	Hyndburn	England
Gender identity the same as sex registered at birth	93.6%	93.5%
Gender identity different from sex registered at birth but no specific identity given	0.2%	0.2%
Trans woman	0.1%	0.1%
Trans man	0.1%	0.1%
Non-binary	0.0%	0.1%
All other gender identities	0.0%	0.0%

Source: Census 2021 (TS070 - Gender identity (detailed))



EqualityImpact

<https://equalityimpact.co.uk>

Company no: 15810112