

Appendix 4: Responses / other comments not specific to consultation paper questions

Comments and proposed Council response

Rep ID	Name / Organisation	General Comments	Council response	Council Notes
409	Emily Hrycan Historic England - NW Office	<p>re: Sustainability Appraisal for the Hyndburn Borough Council Core Strategy Review and Site Allocations DPD:</p> <p>As you will be aware, generally, in terms of the historic environment, we considered that the Scoping Report had identified the majority of plans and programmes and the key sustainability issues which were likely to be of relevance to the development of the Local Plan. We believed that it established an appropriate baseline together with a reasonable set of objectives against which to monitor the likely significant effects of the Plan and we considered that it set out the basis for an appropriate framework against which to assess the potential impact which the Policies and proposals of the Plan might have upon the historic environment. We are pleased to note that the comments which we submitted to the Scoping Report have been reflected in this latest iteration of the document.</p> <p>Given the nature of the documents being assessed, we would broadly concur with the conclusions about the likely significant effects which the emerging Policies and options might have upon the historic environment.</p> <p>Historic England strongly advises that the Council's Conservation Section are closely involved throughout the preparation of the SA of the plan. They are best placed to advise on; local historic environment issues and priorities, how the policies or proposals might be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of historic assets.</p> <p>Finally, we should like to stress that this opinion is based on the information provided by you with your letter dated 20th November, 2017. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the Plan) where we consider that, despite the SA/SEA, these would have an adverse effect upon the historic environment.</p>	Noted	

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415	Warren Hilton Highways England	<p>As a statutory consultee in the planning system, Highways England has a regulatory duty to cooperate. Consequently, Highways England is obliged to give consideration to all proposals received and to provide appropriate, timely and substantive responses. Highways England's desire to be a proactive planning partner goes beyond this statutory role, but follows the spirit of the Licence from the Secretary of State for Transport, which states that Highways England should: "support local and national economic growth and regeneration".</p> <p>Highways England is charged with operating, managing capacity, maintaining and improving England's motorways and major A roads, which form the Strategic Road Network (SRN). It is an ambition to ensure that major roads are more dependable, durable, and most importantly – safe. Therefore, this review considers proposals within the Hyndburn Local Plan Issues and Options Consultation documents and associated local transport strategies, particularly focussing on their potential to impact upon the safety and operation of the SRN within Hyndburn district.</p> <p>The SRN in Hyndburn comprises of the M65 motorway and the A56 major A road. The M65 runs west to east across Lancashire between Preston and Colne, and provides East Lancashire with a connection to the wider motorway network via the M6 at Preston. Junctions 6 and 7 of the M65 are within Hyndburn, while Junction 8 straddles the border of Hyndburn and the neighbouring district of Burnley. The A56 runs north to south through Lancashire, and connects M65 Junction 8 to the M66 at the southern edge of the borough of Rossendale. While only small sections of the M65 and A56 run through Hyndburn, both roads are vital for the borough and provide important connectivity to the economic centres of Preston and Manchester. The routes also provide onwards connectivity to the wider SRN and journey opportunities to the north, Scotland, midlands, and southern England.</p> <p>We note that the Council adopted the Development Management DPD in January 2018, and this document now accompanies the adopted Core Strategy DPD and Accrington Area Action Plan (AAP) DPD and forms part of Hyndburn's Local Plan. Whilst Highways England is not involved in the 'call for sites' nomination process, we have considered the following documents:</p> <p>Core Strategy Review: Core Strategy Policies – Scoping Assessment – this consultation paper identifies which policies and elements of the Core Strategy (adopted in January 2012) require review, and whether any new or additional strategic policies are required.</p> <p>Core Strategy Review: Growth Options and Spatial Options – this consultation paper presents a number of different housing and employment growth options to cater for different growth scenarios and ambitions, and several spatial options for the distribution of this growth across the borough.</p> <p>Site Allocations DPD: Scoping and Site Assessment Methodology – this consultation paper confirms the key aims and scope of the Site Allocations DPD, and proposes the methodology the Council will use when assessing and selecting suggested development sites.</p> <p>HIGHWAYS ENGLAND COMMENTS: TRANSPORT EVIDENCE INFORMING THE LOCAL PLAN</p> <p>The East Lancashire Highways and Transport Masterplan was adopted in 2014, and forms part of the evidence base supporting the Local Plan. The Masterplan was commissioned as part of a wider series of five studies which examined the transport challenges facing each of Lancashire's economic areas. The aim of this strategy is to identify existing problems and opportunities for improvement, including suggesting and developing appropriate intervention schemes to support and enable planned growth in the area over the coming years. It is noted that since publication, some of schemes identified in the</p>	Noted	The Council will take air quality and noise into account when considering future site allocations (in the Site Allocations DPD), and continue to consult with Highways England throughout the preparation of the Core Strategy Review.

Masterplan have been delivered. These schemes include:

- Freckleton Street Link Road in Blackburn;
- Pennine Reach BRT Scheme between Accrington, Blackburn and Darwen; and
- Redevelopment of Burnley Manchester Road station.

While the Masterplan is primarily concerned with local transport connectivity issues, it also recognises the importance of the SRN within East Lancashire for the movement of people and freight. It also identifies the challenges this section of the motorway network faces due to the mixed ownership of the M66, which beyond Junction 10 lies with local authorities. Consequently, developing the wider network will require the input and coordination of multiple agencies, both at a local and regional level.

The Masterplan argues that it is vital to ensure the SRN in East Lancashire is capable of supporting the demands which are placed upon it. While operational performance of the SRN within Hyndburn is generally acceptable, wider connectivity to the borough is often threatened by congestion issues elsewhere on the network. These issues are particularly experienced on the southern end of the M66, and on the two-lane section of the M65 east of Blackburn.

Highways England would welcome the opportunity to work with local authorities and other partners to ensure sufficient capacity and resilience is available on the network, although it should be noted that growth cannot simply be reliant on the availability of capacity on the SRN for future access and travel needs.

The Masterplan also recognises that the SRN in East Lancashire passes close to a number of communities, causing noise and air pollution. While there is pressure to bring about economic growth within East Lancashire, the impacts of this on the SRN must be carefully considered, as growing the local economy is likely to lead to an increase in the number of trips on the SRN, which must be balanced against the increased impacts of air quality and traffic noise on those living close by. Local roads which feed into the SRN may also be affected. Highways England supports growth of local economies through its network, and we are keen to ensure local communities are not unduly affected by increased trips on the SRN. Therefore, we would welcome the opportunity to work with partner agencies to address these concerns and issues and ensure that communities have access to alternative sustainable travel options.

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431	Ann Schofield	<p>I attended the consultation at Huncoat School on 5th March 2018. I am a person of reasonable intelligence but found the set up very difficult to understand. As I said to the officer in charge, "I think you need a degree in town planning to understand this".</p> <p>From what I did understand, it appeared that Huncoat is designated for the most development but has the least facilities. Also the road structure around Huncoat does not warrant any additional houses or industry as it is struggling to cope at the moment.</p> <p>All I can say is that the infrastructure and facilities need to be addressed before any thing else is planned.</p>	Noted	The Council will take these comments on board in preparing future consultation materials. The Core Strategy Review will be accompanied by an Infrastructure Delivery Plan ensuring that infrastructure concerns are adequately addressed.

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442	Adam Brennan United Utilities	<p>Thank you for your consultation seeking the views of United Utilities as part of the Development Plan process. United Utilities wishes to build a strong partnership with all Local Planning Authorities (LPAs) to aid sustainable development and growth within its area of operation. We aim to proactively identify future development needs and share our information. This helps:</p> <ul style="list-style-type: none"> - ensure a strong connection between development and infrastructure planning; - deliver sound planning strategies; and - inform our future infrastructure investment submissions for determination by our regulator. <p>When preparing the Development Plan and future policies, we can most appropriately manage the impact of development on our infrastructure if development is identified in locations where infrastructure is available with existing capacity. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure in some circumstances.</p> <p>GENERAL COMMENTS</p> <p>United Utilities wishes to highlight that we will seek to work closely with the Council during the Local Plan process to develop a coordinated approach for delivering sustainable growth in sustainable locations. New development should be focused in sustainable locations which are accessible to local services and infrastructure. United Utilities will continue to work with the Council to identify any infrastructure issues and appropriate resolutions throughout the development of the Local Plan. This consultation on the Site Allocations DPD and the Core Strategy review is key to Hyndburn's Local Plan.</p> <p>We wish to highlight our free pre-application service for applicants to discuss and agree drainage strategies and water supply requirements. We cannot stress highly enough the importance of contacting us as early as possible. Enquiries are encouraged by contacting:</p> <p>Developer Services - Wastewater Tel: 03456 723 723 Email: WastewaterDeveloperServices@uuplc.co.uk Website: http://www.unitedutilities.com/builder-developer-planning.aspx</p> <p>Developer Services – Water Tel: 0345 072 6067 Email: DeveloperServicesWater@uuplc.co.uk Website: http://www.unitedutilities.com/newwatersupply.aspx</p>	Noted	
443	Adam Brennan United Utilities	<p>Many of the rural areas in Hyndburn will be supported by infrastructure which is proportionate to its rural location. Therefore disproportionate growth in any settlement, especially small settlements, has the potential to place a strain on existing water and wastewater infrastructure.</p>	Noted	

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444	Adam Brennan United Utilities	<p>Generally Greenfield sites have limited or no supporting water supply and/or sewerage infrastructure assets; they may be adjacent to existing infrastructure assets that are located on the fringe/limits of the existing water supply and/or sewerage infrastructure networks which are of a small diameter and have limited capacity to support additional capacity. Providing supporting infrastructure to Greenfield development sites could result in the need to upsize the existing assets to support the additional capacity needs; therefore this may result in a need for a co-ordinated approach to phased development in line with any supporting infrastructure works.</p> <p>Future Site Allocations</p> <p>One of the roles of the Local Plan is to allocate sites to deliver specific types of development. The Council is aware from past representations that a fuller understanding of the impact on water and wastewater infrastructure can only be achieved once more details are known, such as the timescales for development, the approach to surface water management and the chosen points of connection. Once more information is available with respect to specific development sites, which is often only at the planning application stage, we will be able to better understand the potential impacts of development on infrastructure and, as a result, it may be necessary to coordinate the delivery of development with the timing for delivery of infrastructure improvements. We suggest that this should be included as a detailed development management policy and have suggested appropriate wording.</p>	Noted	The Council adopted the Development Management DPD in January 2018 and this point was included in Policy GC2: Infrastructure, Planning Obligations & CIL

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445	Adam Brennan United Utilities	<p>Utility Assets</p> <p>United Utilities wishes to highlight that it owns assets which are currently situated in the Green Belt / Open Countryside on the current proposals map. Upgrades to these assets may be required in the near future, and it is important to ensure that any required upgrades and expansions to these sites can be made in order for us to meet the infrastructure requirements of proposed future development in the borough. It is therefore requested that Local Policy is worded to recognise that utility sites, located within the green belt or open countryside, are appropriate for development for operational purposes. Our preference would be for this principle to be reflected on the proposals map and in development plan policy. These assets include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Burnley Road Service Reservoir; <input type="checkbox"/> Haslingden Road; <input type="checkbox"/> Clinkham Road (Located in Green Belt, close to settlement); <input type="checkbox"/> Willow Lane Service Reservoir (within / adjacent to development boundary); <input type="checkbox"/> Parsonage Reservoir; <input type="checkbox"/> Huncoat WwTW, Whinney Hill Road <input type="checkbox"/> Hynburn WwTW <input type="checkbox"/> Accrington WwTW, off St James Road <p>This would enable us to ensure that we can continue to meet the growth and development aspiration of the Borough as well as respond to environmental agendas in accordance with our obligations. United Utilities is aware that the designation of the above sites is under the review, and the latest Green Belt review has identified land for release that contains assets identified above. We would request to be involved at an early stage should Hyndburn Council consider to amend the designations in the future.</p>	Noted	<p>The Council will continue to consult with United Utilities in preparing an infrastructure delivery plan in support of the Local Plan, and the development plan documents themselves. Any specific requirements to upgrade facilities should therefore be identified through this process and set out in the Core Strategy/Site Allocations DPD as necessary. The Council's Green Belt Assessment has not identified specific parcels of land for release, but will be used to aid decisions on any green belt release should they prove to be required. National policy on green belt permits development relating to engineering operations, so long as the openness of the Green Belt is preserved, and the proposal does not conflict with the purposes of including land within it.</p>

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446	Adam Brennan United Utilities	<p>Development next to Wastewater Treatment Works (WwTW)</p> <p>We would urge you to consider the proximity of housing to this WwTW. It is important to explain that a WwTW is key infrastructure for the borough which may need to expand in the future to meet growth needs or respond to new environmental requirements. As a waste management facility, it is an industrial operation which can result in emissions. These emissions include odour and noise. A wastewater treatment works can also attract flies. The wastewater treatment works is also subject to vehicle movements from large tankers which need to access the site.</p> <p>We would discourage any draft Local Plan that identifies new housing in very close proximity to the boundary of one of our wastewater treatment works.</p> <p>The position of UU is that when considering a range of sites to meet housing needs, it would be more appropriate to identify new housing sites that are not close to a wastewater treatment works. The wastewater treatment works within Hyndburn are:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Huncoat WwTW, Whinney Hill Road <input type="checkbox"/> Hynburn WwTW <input type="checkbox"/> Accrington WwTW, off St James Road <p>Plans of these sites are enclosed for your reference.</p>	Noted	The comments are noted and will be used in production of the Council's infrastructure delivery plan. The proposed site assessment methodology takes into account amenity issues around noise/odour (criteria ref 3A.14) and so the existing WwTW in Hyndburn will be taken into account through this process.
447	Adam Brennan United Utilities	<p>Large sites and Sites in Multiple Ownership</p> <p>United Utilities wishes to highlight that it has concerns regarding any large sites which are in multiple ownership. The experience of United Utilities is that where sites are in multiple ownership, the achievement of sustainable development can be compromised by developers/applicants working independently. We therefore encourage the respective councils to make early contact with all landowners and challenge those landowners on how they intend to work together, preferably as part of a legally binding framework. We believe that raising this point at this early stage is in the best interest of achieving challenging housing delivery targets from allocated sites in the most sustainable and co-ordinated manner.</p> <p>Applications for developments on sites which are part of wider development plan allocations will be expected to demonstrate how the drainage proposal for the site relates to a wider holistic drainage strategy for the entire site. Any drainage in early phases of development should have regard to future interconnecting development phases.</p>	Noted	The Council agrees with these comments. Paragraph 5 of Policy GC2 in the recently adopted Development Management DPD covers this point. The masterplanning work at Huncoat will also follow the approach proposed and United Utilities will be involved as a key stakeholder in the masterplanning work

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471	Tim Partridge RPS Planning	<p>3 Green Belt Assessment</p> <p>3.1 Firstly, it is noted the Green Belt Assessment is dated 6 March 2018 and was not available at the start of the consultation period which commenced on 28 February 2018.</p> <p>3.2 Huncoat is considered in General Area 4 with Green Belt in this area classified as having a weak contribution to Green Belt purposes.</p> <p>Green Belt parcels to the east of Huncoat, with which we are concerned, No's 45, 46, 47 and 48 are assessed as having a weak contribution (48) or moderate contribution (45, 46, 47) to Green Belt purposes.</p> <p>3.4 Parcel 48 is owned by CWC. In respect of Purpose 3: to assist in safeguarding the countryside from encroachment and Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict and other urban land the parcel is considered to have a moderate contribution. While overall the Parcel is considered to have a weak contribution, we disagree with the assessment against Purposes 3 and 5. The parcel is previously developed land being the former railway sidings serving the power station. Evidence of the previous use is present on the site. The current vegetation is self-seeding saplings that have been allowed to grow. As such for purpose 3 and 5 the parcel should be considered to form a weak contribution, it is itself derelict land rather than countryside.</p> <p>3.5 Parcel 45 is partly owned by CWC with the remainder of the parcel potentially forming part of a wider development area. That part of the parcel owned by CWC being the northern part formed part of the former power station site and is now mainly constrained by a landfill site for contaminated material.</p> <p>3.6 In respect of Purpose 1: to check the unrestricted sprawl of large built-up areas the whole parcel is considered to have a strong contribution. The parcel is described as being adjacent to the Accrington urban area (specifically Huncoat) along the western boundary which is defined by Altham Lane and the south-western boundary which is defined by dense tree line. While the parcel is adjacent to the defined urban area, this is the vacant former power station site, the parcel, the urban area, nor indeed Huncoat, can be described as being defined by Altham lane. The parcel is in reality a continuation of the former power station site within the defined urban area. The boundary is described as being less durable which would not prevent sprawl into the parcel in the long term. The parcel is connected to the built up area along this one long boundary. The assessment ignores the value of the A56 as a strong defensible boundary to check sprawl.</p> <p>3.7 As with Parcel 48 we believe the parcel, given its current use, for purpose 3 and 5 the parcel should be considered to form a weak contribution, it is itself derelict land rather than countryside.</p> <p>3.8 Overall, we believe the parcel makes a weak contribution to the Green Belt.</p> <p>3.9 Parcels 46 and 47 have the potential to form a wider development area connected to the redevelopment of the former power station. These parcels are considered to have a moderate contribution to Green Belt. In comparison with Parcel 45, these parcels are only considered to have a moderate contribution to Purpose 1. These sites have a stronger connection to the existing built up area and this assessment supports our view that Parcel 45 should also be assessed as less than "strong".</p> <p>3.10 It is disappointing that the opportunity has not been taken to address the small parcel of Green Belt east of Parcel 45 which falls within Burnley District. As part of the Duty to Co-operate this area should be considered alongside Parcels 45-48 in any proposal to amend Green Belt boundaries. The A56 forms a very strong, physical boundary to the Accrington Urban Area. In considering exceptional</p>	Noted	The Green Belt Assessment provides an objective assessment of parcels against the purposes of green belt set out in the NPPF. The specific points raised regarding the conclusions of the parcel assessments will be taken into account at the Site Allocations stage. The specific parcel of land referred to the east of Parcel 45, which lies within Burnley borough, has been considered within their own Green Belt study completed in June 2016 (and was taken account of in completion of the Hyndburn assessment).

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		circumstances to amend Green Belt boundaries the whole of the area east of Huncoat up to the A556 should be considered.		

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472	Tim Partridge RPS Planning	<p>4 EMPLOYMENT LAND STUDY</p> <p>4.1 As referred to above the Employment Land Study (Jan 2016) carried out by Turley and Colliers recognises the access constraints to the land outside the Green Belt and anticipates its prospects for employment related development to be low suggesting the site has better prospects of residential development in the next 5-10 years.</p> <p>4.2 The ELS is seen as forming a key part of the evidence base which will assess the prospects of the local economy and associated demand for jobs, employment land and premises. The ELS seeks to ensure future employment land allocation policies for the Borough respond to local needs and maximise opportunities that exist to support the sustainable economic growth of the area and its businesses.</p> <p>4.3 The ELS involved an examination of commercial property market conditions, including factors influencing the supply and demand for different types of employment space across the area. The study includes a detailed assessment of the Borough's supply of existing employment sites and allocations, identifying those which should be retained to ensure the economic vitality of the Borough over the period to 2033.</p> <p>4.4 In respect of the former power station the ELS states; "Huncoat Strategic Employment Site This site is made up of a cleared brownfield site of a former power station and to the south a greenfield site with challenging topography in parts. Colliers view is that the development for employment use is constrained by poor access of major road links, challenging topography of the site and possible contamination issues. A great deal of infrastructure will be needed in order for this site to be developed. It is unlikely that this site will be developed for employment use without improved road infrastructure put in place linking it to the M65 or the M62. In the absence of improved infrastructure, its prospects for employment related development are low as at the current time there are better located more readily available sites to be developed for employment use. The site has better prospects of residential development in the next 5-10 years. It is recommended that the Council reviews the allocation and considers allowing a wider mix of uses to be developed on the site. Further analysis of the individual components submitted through the Call for Sites exercise is presented below. Land North and South of Altham Lane The land to the north is a cleared brownfield site on the former Huncoat power Station site. The adjacent uses of the site are open space with a railway line to the north of the site and the A56 to the east. The land to the south of Altham Lane is greenfield with challenging topography to the north of the site. The adjacent uses of the site are the former Huncoat Power Station and residential use. Both sites form part of the Huncoat Strategic Employment site. Colliers view is that the development for employment use is constrained by inadequate access of major road links, and possible contamination issues. There is also greater competition in the locality form more readily available sites for employment use. A great deal of road infrastructure linking the site to the M62 or A56 will be needed in order for these sites to be developed for employment use, however it is currently unclear how this would be financed in the absence of upfront investment by the public sector. It is considered that there are currently better located more readily available sites to be developed for</p>	Noted	These issues will be explored more fully in the forthcoming masterplanning work at Huncoat. The Council will seek to reflected any preferred option emerging from the masterplan work in the Site Allocations DPD.

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		<p>employment use. As a result, these sites are more likely to be developed for residential development in the next 5-10 years.”</p> <p>It is recommended that the capacity of these sites to accommodate a broader mix of uses is explored further by the Council.</p> <p>4.5 CWC fully supports and agrees with these findings in respect of the former power station site. CWC have investigated access requirements with Highways England and concluded a suitable access for large scale employment uses cannot be provided.</p>		
477	Mohammed Ahmed Lancashire County Council (Environment Directorate)	<p>Built and natural environments are key environmental determinants of health and wellbeing and the National Planning Policy Framework recognises that "the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities." The Core Strategy consultation documents reference a range of policies that have the potential to contribute to improvements in health and wellbeing and reductions in health inequalities. For this potential to be maximised it is important that the proposed policies are adopted universally across Hyndburn, but also delivered proportionately dependent on need.</p> <p>(the response then sets out detail information on a number of public health determinants)</p>	Noted	Policies adopted in the Local Plan will be applied to all relevant planning applications through the development management process.
487	Melanie Lindsley The Coal Authority	the response also includes information on the surface coal resources and coal mining legacy in Hyndburn	Agree - minor modification	Extend scope of assessment criterion 3A.5 to include reference to unstable land

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502	Daniel Hughes PWA Planning	<p>In line with the above, and as part of this submission, 'Land north of Blackburn Road' is being promoted as a potential site to form part of the site allocations. The land includes land both within Areas of Special Restraint and Green Belt. Paragraph 4.4 of consultation paper 4 makes reference to a review of whether Areas of Special Restraint are still serving the purpose of protecting Green Belt boundaries. In this respect, outline planning permission was granted in 2012 on the land forming part of the Areas of Special Restraint for 19 dwellings (Application Ref. 11/12/0146). It is as such considered that the land no longer serves the purpose of the policy and the boundary of the settlement, and the surrounding Green Belt to the north should be carefully reviewed.</p> <p>In this respect there is an opportunity to include all land put forward as part of this submission, including that approved for 19 dwellings in 2012, as a sensible extension to Oswaldtwistle that would help round off existing development, but also provide an important contribution of the growth aspirations set out in the consultation documents for the Core Strategy Review.</p> <p>Specifically, 'Land north of Blackburn Road' is:</p> <ul style="list-style-type: none"> a) Well located in relation to the highway network; b) Served by a regular and frequent bus service between other settlements; c) Within walking distance of a range of services and facilities; d) Would make good use of a site which stands adjacent to the existing built development contained by natural boundaries to the Green Belt as sought by the NPPF; e) Can be developed without harm to neighbouring land uses; f) Has good existing vehicular access; g) Benefits from outline planning permission for 19 dwellings; h) Would make an important contribution to the growth aspirations being considered as part of the Core Strategy Review in a sustainable settlement. <p>In summary, our clients are in general support of the consultation documents. In this respect the growth aspirations set out in the consultation should seek to deliver the higher spectrum of housing numbers to help boost housing land supply in accordance with Paragraph 47 of the NPPF, in sustainable locations and settlements such as Oswaldtwistle.</p> <p>Support can also be found in terms of the Green Belt review and the sensible review of long outdated settlement boundaries and policies such as Areas of Special Restraint. This will help to ensure housing does come forward at the right time and at the right place, in a timely manner. In this regard, 'Land north of Blackburn Road' would help meet these requirements.</p>	Noted	Comments of support are noted. The specific points raised in relation to the site referred to as 'land north of Blackburn Road' will be looked at in more detail through the site assessment methodology and the Site Allocations DPD as it progresses.

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503	Rachael Graham	<p>This consultation response is for and behalf of the land owners of Land West of Moss Lane, Knuzden Brook (identified as PB141 in the Council's 2016 SHLAA).</p> <p>The requirement for a full review of the existing Core Strategy is supported. Particularly when viewed in partnership with the development of the Site Allocations Development Plan Document (DPD). In order to ensure the future growth and aspirations of the borough are supported both comprehensively and sustainably it is important that the existing policy is brought up to date along side the adoption of the new policies.</p>	Noted	Support noted
508	Rachael Graham	<p>We would like to take this opportunity to reiterate the availability of the site referenced PB141 (Land west of Moss Lane) to meet the future development needs of the borough. Upon request (and at the appropriate future stages of the plan preparation) we will happily provide further clarification of its deliver- and develop-ability in accordance with the requirements of the NPPF and NPPG.</p> <p>It is noted that the recent Green Belt Review report commissioned by the Council acknowledges that the site makes only a weak contribution to the Green Belt. We would also note that it is felt that the report over states the role of the general area (GA7) within which this site is contained to assist in safeguarding the countryside from encroachment due to its boundaries being considerable less durable than those that would be should is designation as such be removed.</p>	Noted	Comments are noted, further consultation will take place on the Site Allocations DPD in early 2019.
536	Mohammed Ahmed Lancashire County Council (Environment Directorate)	On the subject of excess weight and the food environment, we would refer you to our Public Health Advisory Note on Hot Food Takeaways and Spatial Planning.	Noted	The Council is aware of the Advisory Note. The DM DPD includes a specific policy related to hot food take aways DM5 and the supporting text explicit recognises the links with health.