

Appendix A



Updated Assessment Matrices

Policy Theme: Economy

Strategic Objective: To create greater opportunities for all to access improved economic opportunities and to provide support for the local economy and higher wage employment

Policies: E1: Future Employment Provision

E2: Protection, Modernisation and Development of Employment Sites

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To reduce crime, disorder and fear of crime	Urban	0	+	+	Medium	Policies to increase the range and number of employment opportunities in the Borough, if successful, are likely to lead to a reduction in deprivation and the social exclusion originating from worklessness and dependency. Provision of suitable employment sites and the subsequent development of new industries will be important for reducing inequality and raising aspirations, particularly amongst young people. These changes may have a positive impact upon incidences of crime and disorder, which are strongly associated with low aspirations. The positive effects would take some time to be felt as new employment opportunities are created over the life of the Core Strategy. They would be concentrated in urban areas where the majority of crime and disorder is recorded. The emphasis of policies in this section is on the provision of suitable employment sites, although the commentary provides contextual information which forms the basis of the prediction of effects.	No mitigation measures are recommended. Positive impacts are likely to increase in the long-term as the benefits of opportunities and new development are felt.	Policy E1: + Policy E2: +
	Rural	0	+					
	Transboundary	0	0	0				
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	0	+	Medium	A strengthening of the economic base of the Borough and the development of new employment facilities may provide opportunities to develop vocational training and apprenticeships. This is most likely at the proposed Regional Employment Site at Whitebirk. The accompanying text indicates that major developments will need to have an employment strategy that shows how they will work alongside Jobcentre Plus. There may be opportunities to strengthen this relationship to provide training in addition to recruitment. This will be developed further in the Site Allocations DPD.	No mitigation measures are recommended.	Policy E1: + Policy E2: +
	Rural	0	0	+				
	Transboundary	0	0	+				
To improve physical and mental health for all and reduce health inequalities	Urban	0	0	+	Low	Overall regeneration of urban areas and an adequate supply of attractive employment land, particularly in the inner areas of Accrington where health deprivation is highest, would generate indirect benefits upon health and well-being through improved quality of life.	No mitigation measures are recommended.	Policy E1: + Policy E2: +
	Rural	0	0	+				
	Transboundary	0	0	0				
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents	Urban	0	0	0	N/a	The Economic policies have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To protect and enhance community spirit and cohesion	Urban	0	+	+	Medium	Targeted development and regeneration in the Borough and the creation of new employment opportunities could positively contribute to the achievement of this SA Objective through improved aspirations and social well-being. The Core Strategy seeks to develop Huncoat as an expanded mixed-use area. The Core Strategy seeks to ensure that the strategic regional employment site at Whitebirk will contribute to local employment needs. Policy E1 will focus on developing the profiles of Accrington, Great Harwood and Rishton town centres which would also contribute to creating local centres for employment and leisure. There could be	New development at Huncoat must be designed to integrate well with existing communities in the area. This could include the provision of shared community facilities and	Policy E1: ? Policy E2: +
	Rural	0	?	?				

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
	Transboundary	0	0	0	implications for community spirit as a result of potential sprawl and coalescence. These impacts are presently uncertain. The development at Huncoat should not detract from the significance of Accrington Town Centre as the principal centre of the Borough. Policy E2 proposes a phased release of the lowest quality employment land, much of which is located in close proximity to residential areas. Redevelopment of such sites for housing and mixed uses would support community creation and enhancement proposals outlined elsewhere in the Core Strategy and Sustainable Communities Strategy.	public open spaces as part of new development.	
To improve access to basic goods, services and amenities for all groups	Urban	+	?	?	Policy E1 notes the role of Accrington, Great Harwood and Rishton town centres to provide appropriate town centre services and retail needs. This will go some way in ensuring the protection of current services and ensuring a good range of services are available for future use to 2015 when this provision will be reviewed. Access to services does not form part of this policy.	No mitigation measures are recommended.	Policy E1: + Policy E2: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To encourage sustainable economic growth and business development across the Borough	Urban	+	++	++	The economy of Hyndburn has historically been focused around the textile industry which has suffered high employment losses in recent years. As a result, economic and employment deprivation is high within the urban areas. The policies in this theme seek to provide an adequate supply of employment land to meet RSS targets and ensure that sustainable business development can be accommodated. This will be essential if the diversification in the Hyndburn economic base is to be supported. The majority of existing employment sites are located within the Accrington urban area and Policy E2 provides for their modernisation. Some regeneration is also proposed within the town centre areas of Accrington, Great Harwood and Rishton. Such economic regeneration in these inner areas would generate direct positive impacts, particularly for some of the most deprived wards in the Borough. Policy E2 also indicates that a phased approach will be taken to the potential release of the lowest quality employment land for alternative uses. The release of land would only be acceptable if it can be proven that future employment uses are unviable and justification is provided. However, this could potentially lead to a reduction in the amount of employment land in the short-term until new developments at Whitebirk, Huncoat and Altham become operational. By definition, these sites are presently of low value and their loss would not be significant in the context of the Borough as a whole. Policy E1 provides for an extension in the area of employment land in the long-term. Future employment needs will be largely met by development of the Whitebirk Regional Employment Site and expansion at Huncoat. The benefits of both are likely to extend to the wider East Lancashire sub-region and the Core Strategy allows for coordination to ensure the maximum benefits are achieved. Although there are concerns in relation to potential urban sprawl at Huncoat, its development as an expanded mixed use area in a sustainable location would encourage increased employment development, whilst helping to sustain existing local businesses.	No mitigation measures are recommended.	Policy E1: ++ Policy E2: ++
	Rural	+	+	+			
	Transboundary	0	+	+			
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	+	+	The direct aims of the Economic policies are to ensure sustainable economic development. An increase in employment provision would support the achievement of this SA Objective. Training opportunities are required to be provided as part of new employment development. Transboundary impacts are likely to be realised as the Core Strategy seeks to encourage developers of major employment sites to promote skills and training opportunities.	No mitigation measures are recommended.	Policy E1: + Policy E2: +
	Rural	0	+	+			
	Transboundary	0	+	+			
To encourage economic inclusion	Urban	+	+	+	Development within existing urban areas would help to bring people and jobs closer together and make the most of existing and proposed public transport links. Although outside of the main urban area of Accrington, development at Huncoat would also be accessible by public transport. It is anticipated that the	No mitigation measures are recommended.	Policy E1: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
	Rural	0	+	+	Regional Employment Site at Whitebirk will provide may jobs for Hyndburn residents. It will be important that all possible steps are taken to ensure the productive re-use of employment sites within the urban boundary for economic purposes prior to decisions taken under Policy E2 to release them for alternative uses. Although the accompanying text recognises the importance of the Economic policies for addressing deprivation and social inclusion, the policies themselves do not make specific mention of targeting those at greatest need. The stated target sectors for the Whitebirk site - aerospace, advanced manufacturing, medical, creative and environmental technologies - suggests that many new jobs will be highly skilled and therefore not immediately accessible to sections of Hyndburn's population. Nevertheless, a number of lower-skilled jobs are still likely to be created. It is anticipated that benefits would be greatest in the long-term as more development becomes established in the Borough, and training opportunities increase.		Policy E2: +
	Transboundary	0	0	0			
To deliver urban renaissance	Urban	++	+	++	Urban renaissance relates to a number of factors including design excellence, economic strength, environmental responsibility, good governance and social well-being (Source: Department of Communities and Local Government).	No mitigation measures are recommended.	Policy E1: ++ Policy E2: ++
	Rural	0	0	0	The policies and accompanying text under this theme seek to protect and develop the availability of employment land to support wider regeneration proposals within the Borough and town centres. Policy E1 aims to support the town centres of Accrington, Great Harwood and Rishton with some regeneration and enhancement of roles which will contribute to delivering urban renaissance until 2015. Policy E2 supports the release of land for alternative uses, subject to evidence that the site is unviable for continued employment use. Such sites would provide locations for new housing and commercial developments to support regeneration within Accrington.		
	Transboundary	0	0	0			
To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	Ensuring an adequate supply of employment sites is vital for maintaining economic growth, which underpins the quality of life in the Borough. Providing access to key services and retail facilities within vibrant town centres will make urban areas of the Borough attractive places to live and work.	Policies Env2, Env3, Env6 and A9 provide safeguards for the environmental quality of the Huncoat area.	Policy E1: + Policy E2: +
	Rural	+/-	+/-	+/-	Minor changes to the Green Belt at Huncoat and Altham to facilitate new employment sites potentially reduces the amenity of these areas and their visual appeal. In particular, care should be taken that development at Huncoat is not permitted to sprawl and impair the character of this area.	Compensatory Green Belt designation could be considered.	
	Transboundary	0	0	0			
To protect and enhance biodiversity	Urban	0	?	?	The principle within the Economic policies of concentrating the majority of new employment uses within existing urban areas can be considered to be beneficial to biodiversity as valuable rural sites are indirectly protected.	Policy Env2 acts as mitigation for potentially adverse impacts of employment –related developments. Ecological assessment will be required prior to development at Whitebirk and Huncoat.	Policy E1: ? Policy E2: +/-
	Rural	+/-	+/-	+/-	However, the creation of new employment sites on greenfield land at both Whitebirk and Huncoat, the expansion of Altham Business Park, and additional large scale development outside the urban area, could lead to potentially adverse impacts upon wildlife. Effects will be dependent upon the biodiversity value of the particular sites. Brownfield sites can be important for certain protected species, and can sometimes be biodiverse. Employment development in such areas could therefore generate adverse impacts upon biodiversity. However, adhering to Environment policies within the Core Strategy would help to compensate for any losses by requiring green infrastructure to be incorporated into new developments. Brownfield sites still generally represent a better option for biodiversity than construction on greenfield land.		
	Transboundary	0	0	0			
To protect and enhance the landscape and townscape character and quality	Urban	+	+	+	Commercial regeneration initiatives in Accrington, Great Harwood and Rishton, as supported by Policies E1 and E2 would have a positive impact upon the townscape, through high build quality and environmental improvements.	Policy Env3 acts as mitigation for potentially adverse visual impacts of employment –related developments.	Policy E1: +/- Policy E2: +
	Rural	+/-	+/-	+/-	Concentrated urban development would ensure that high quality landscapes in the more rural areas of the Borough are protected. However, visual intrusion could be created with the development of new employment sites at Whitebirk and Huncoat, although the locations of both sites next to the M65 already have a strong urban element.		
	Transboundary	0	0	0			

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies	
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To protect and enhance the cultural heritage resource	Urban	+	+	+	Commercial and/or industrial uses provide a potential means of bringing disused mill buildings back into productive use and Policy E2 positively encourages this. These features are of heritage interest and greatly contribute to the townscape in areas of Accrington, Oswaldtwistle and Church. This issue will be further considered during the Site Allocations and Development Management DPDs. The enhancement of Great Harwood as a historic market town is supported by Policy E1. New development will only be permitted where it is of an appropriate scale. This also has the potential to enhance the heritage resource.	No mitigation measures are recommended.	All Policies: +	
	Rural	0	0	0				N/a
	Transboundary	0	0	0				
To protect and enhance the quality of water features and resources	Urban	0	+/-	+/-	With development focused in urban areas adverse impacts upon water quality are unlikely due to the existing high density of settlement, however, this depends upon the location of particular developments. Increased pressure upon water resources could be generated as a result of an increased demand from business and commercial users in the future. Some parts of the Borough are at risk of flooding, and there are a number of culverted watercourses, particularly within the centre of Accrington. The focus on Accrington for potential new investment may offer opportunities to open up culverts and reduce flood risk. Developments on greenfield land, as proposed at Whitebirk and Huncoat, would increase the impermeable surface area, with resultant increases in surface runoff that may exacerbate the existing level of flood risk. Increased runoff may also mobilise contaminants and damage water quality in adjoining watercourses.	Consultation with the EA should be conducted prior to development. All development should be encouraged to consider the use of Sustainable Drainage Systems (SuDS), as explained in Policy Env4.	Policy E1: +/- Policy E2: +/-	
	Rural	0	-	-				Medium
	Transboundary	0	0	?				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	++	++	++	Hyndburn has an excellent record in the proportion of new development allocated to brownfield land. The Economic policies largely support the continued focus on vacant and derelict sites within the urban boundary for new employment uses and new development within the town centres. There is therefore potential for continual remediation of contaminated land, where necessary, in line with the requirements of the Environmental Protection Act (EPA) 1990 Part IIA. Targeting development mainly within urban areas would indirectly ensure prevention of land contamination in the rural parts of the Borough. However, new employment development at Whitebirk and Huncoat has the potential to introduce new contaminants to presently rural sites. Furthermore, the promotion of these greenfield sites in preference to the redevelopment of existing employment sites within the urban boundary may not make the most efficient use of land.	All developments need to consider the potential for contaminated land and implement remediation measures if necessary. New greenfield developments should implement strong pollution control measures and SuDS as required in Policies Env4 and Env7.	Policy E1: +/- Policy E2: ++	
	Rural	-	-	-				High
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	-	-	-	The development of new employment sites and their resulting traffic movements are likely to increase carbon emissions, although the significance of any change will depend upon the nature and energy consumption of new businesses. However, Policy Env4 requires that new developments meet high standards of energy efficiency which would partly mitigate adverse impacts. All Economic policies promote investment and development in sustainable locations, either within the existing urban boundary or adjacent to motorway junctions, both of which will help to reduce the need to travel. Greenfield developments at Whitebirk and Huncoat may locally increase flood risk, although these areas are not within floodplain identified by the EA.	Mitigation is already proposed within Policy Env4.	Policy E1: - Policy E2: -	
	Rural	0	0	0				Medium
	Transboundary	0	0	0				
To protect and improve air quality	Urban	-	-	-	There is a risk of air quality deteriorating in the Borough, due to increased development which could lead to greater travel and movements of people and materials. The worst air quality is currently in the vicinity of the M65 and this issue could be exacerbated as a result of development at Whitebirk. Poor air quality could therefore also be generated in the adjoining borough of Blackburn with Darwin. However, Policy E2 retains the commitment to existing employment land, much of which is located within the inner areas of Accrington. These parts of the Borough are better served by public transport and therefore provide a more sustainable location than urban edge sites. Together with Accessibility policies to improve public transport and cycling/walking provision, this should ensure that increases in traffic as a consequence of new economic developments are minimised.	Before the Regional Employment Site is developed, further discussion should occur with the HA and the local Environmental Health Office to ensure that air quality impacts are assessed and suitably mitigated.	Policy E1: - Policy E2: -	
	Rural	0	-	-				Medium
	Transboundary	0	-	-				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To increase energy efficiency and require the use of renewable energy sources	Transboundary	0	-	-		The Economic policies have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Urban	0	0	0				
	Rural	0	0	0	N/a			
To ensure sustainable use of natural resources	Transboundary	0	0	0		New employment sites will be constructed in sustainable locations, contributing to the productive re-use of brownfield land and minimising the need to travel. Policy E1 will focus some regeneration within town centres and at Atham and Huncoat within the Green Belt. Policy E2 supports the modernisation and redevelopment of poor quality employment sites where appropriate, ensuring the efficient use of land. Inevitably, the construction of new development will require the consumption of non-renewable resources. Targets are set under Policy E2 for the environmental performance of new buildings which will further improve the resource efficiency of developments on employment land.	No mitigation measures are recommended.	Policy E1: +/- Policy E2: +/-
	Urban	+/-	+/-	+/-	Medium			
	Rural	+/-	+/-	+/-				
To minimise waste, increase re-use and recycling	Transboundary	0	0	0		The Economic policies have a negligible relationship with this SA Objective. New development will always have an impact upon waste arisings but this is accepted as an inevitable impact and not one over which the Core Strategy has control. No specific waste management policies are included.	N/a	All Policies: 0
	Urban	0	0	0				
	Rural	0	0	0	N/a			
To promote the use of more sustainable modes of transport	Transboundary	0	0	0		The Economic policies advocate the development of new facilities and employment infrastructure in accessible locations, either within Accrington or adjacent to the M65. These benefits could help to reduce out-commuting. Adverse impacts could be generated through the likely traffic growth in association with new development, particularly the Whitebirk and Huncoat greenfield sites, although there is a clear commitment to the promotion and use of sustainable transport. Nevertheless, it should be expected that the majority of journeys to these sites will be by road. Later stages of the Whitebirk development are conditional upon traffic assessments and consultation with the HA. Policy E1 aims to strengthen the role of town centres where good access by transport or for local populations will be available. Policy E2 proposes the re-use of existing employment sites, either for new employment development or for alternative uses, the majority of which are located within reach of public transport and close to residential areas. This would help to reduce the need to travel.	The traffic implications of the Whitebirk and Huncoat developments should be fully assessed and monitored. Reference could be made here to promoting green travel plans in both new and existing workplaces.	Policy E1: +/- Policy E2: +
	Urban	+	+	+	High			
	Rural	-	-	-				
	Transboundary	-	-	-				

Policy Theme: Health

Strategic Objective: To improve the quality of health of the residents of Hyndburn

Policies:

HC1: Green Space and Facilities for Walking and Cycling

HC2: Leisure and Health

HC3: Design of Residential Roads

HC4: Community Benefit/Planning Obligations

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To reduce crime, disorder and fear of crime	Urban	0	+	+	Medium	Improvements to sports and leisure facilities would provide diversions for young people and potentially reduce low levels of disorder. The provision of appropriate community facilities through planning obligations could contribute to a reduction in crime incidences and antisocial behaviour. Provision of well designed, high quality green spaces and residential streets has been shown to reduce incidences of crime. However, it is important that such spaces are well designed to avoid some people's negative safety perceptions of walking and cycling.	New walking / cycling routes should be appropriately lit and incorporate safety by design principles.	Policy HC1: +
	Rural	0	0	0				Policy HC2: +
	Transboundary	0	0	0				Policy HC3: + Policy HC4: +
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	+	+	Medium	Policies HC1, HC2 and HC3 have a negligible relationship with this SA Objective. No effects are anticipated. The provision of suitable educational facilities through planning obligations could enable education to be delivered to all ages groups as required.	No mitigation measures are recommended.	Policy HC1: 0
	Rural	0	0	0				Policy HC2: 0
	Transboundary	0	0	0				Policy HC3: 0 Policy HC4: +
To improve physical and mental health for all and reduce health inequalities	Urban	+	++	++	High	Health deprivation is currently high within Hyndburn in comparison to regional and national levels, particularly in the urban areas. Policies in this theme aim to improve the quality of health of the Borough's residents. Measures to promote healthy lifestyles and improve the safety of streets will have an important positive influence on health and wellbeing. Active travel initiatives, such as the cycling demonstration towns, have been shown to positively influence health. It is important that new walking and cycling routes form a coherent network to improve connectivity within and between both new and existing developments. New health facilities are broadly promoted within Policy HC2 and HC4 but no specific schemes or geographic areas are identified. It is not clear why a specific policy for supporting new health facilities where required has not been included in this version of the Core Strategy. Combining health facilities into Policy HC2 which also promotes leisure and sport facilities would not seem to give sufficient prominence to the strategic objective to improve the health of the Borough's population. This is a key issue for Hyndburn and could be given more prominence in this section. Policies that discouraged development that would exacerbate poor air quality and prevented the loss of allotments have been removed from this version of the Core Strategy. These would have had a further positive impact on the Health SA Objective but it is assumed that they will be included in the Development Management Policies DPD. Introduction of more 20mph zones may have a positive impact on the safety of residential roads for both motorists and pedestrians, especially children. Policy HC4 will secure additional health facilities through planning obligations; however more emphasis should be put on the need for these to be appropriate to address current deprivation issues and future	Consideration should be given to putting a greater emphasis on the provision of health facilities to address health deprivation issues, where a need has been identified. Reference could be made to active travel proposals in the Lancashire LTP3 in Policy HC1. Allotments could be specified under sports and recreation facilities in Policy HC2. It would be beneficial to retain references to 'redevelopment' as well as 'development' with regard to contributions to walking and cycling facilities.	Policy HC1: ++
	Rural	0	0	0				Policy HC2: +
	Transboundary	0	0	0				Policy HC3: + Policy HC4: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents	Urban	0	0	0	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To protect and enhance community spirit and cohesion	Urban	+	+	+	New green links as proposed by Policy HC1 would help to create spaces where people can share public space and would promote activity and interaction. New sports and leisure facilities, as supported by Policy HC2 and expected to be secured through policy HC4, are very important institutions for encouraging community development. They should be encouraged to be multi-use facilities, possibly combining sports with exhibition space, meeting rooms, adult education facilities or spaces for other societies and clubs. Successful implementation of 20mph speed limits in residential areas as proposed Policy HC3 would help to encourage greater use of streets by residents and reduce the adverse impacts of traffic in dividing communities. The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.	Policy HC3 could go further by aspiring to extending 20mph speed limits, and possibly shared surfaces, to existing residential areas, not only new developments.	Policy HC1: +
	Rural	0	0	0			Policy HC2: +
	Transboundary	0	0	0			Policy HC3: +
To improve access to basic goods, services and amenities for all groups	Urban	0	+	+	Open space would be provided as part of Policy HC1, but only as a requirement of new residential developments of more than 10 dwellings. Benefits for existing residents would therefore be minimal. New leisure and recreation facilities would be supported by Policy HC2, but this does not constitute a commitment to develop new sites. The certainty of the predicted impacts is therefore low. The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.	No mitigation measures are recommended.	Policy HC1: +
	Rural	0	0	0			Policy HC2: +
	Transboundary	0	0	0			Policy HC3: 0
To encourage sustainable economic growth and business development across the Borough	Urban	0	0	0	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	0	0	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To encourage economic inclusion	Urban	0	0	0	New walking and cycling routes that improve the connectivity of residential areas to employment sites may provide free and viable access to jobs. However, any impacts are likely to be small and localised, and beyond the strategic scope of this assessment.	No mitigation measures are recommended.	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To deliver urban renaissance	Urban	0	+	+++	New residential developments above 10 dwellings would be required to contribute to the provision of green space which provide a number of benefits to the environment and local populations. Cumulatively these may have a perceptible impact on the urban area in the medium term and a strongly positive one over the longer-term. Policy HC2 supports the creation of new leisure or recreational developments, although no specific	It is recommended that consideration is given to the need for each type of infrastructure in Policy HC4 to ensure appropriate facilities are provided	Policy HC1: +++
	Rural	0	0	0			Policy HC2: +
	Transboundary	0	0	0			Policy HC3: 0

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
					schemes are proposed. The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.	through obligations.	Policy HC4: +
To develop and market the Borough as a place to live, work and do business	Urban	0	+	Low	There may be some indirect benefits against this SA Objective as a result of new leisure and recreation facilities, although the Core Strategy does not specify new facilities to be created, only support for any brought forward. The requirement for new housing developments (larger than 10 dwellings) to be provided with adequate green space would help to improve the attractiveness of the Borough's housing stock. The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.	No mitigation measures are recommended.	Policy HC1: +
	Rural	0	0				Policy HC2: +
	Transboundary	0	0				Policy HC3: 0 Policy HC4: +
To protect and enhance biodiversity	Urban	+	+	High	New green spaces as proposed by Policy HC2 would have some benefits for biodiversity as part of wider green infrastructure described in Policy Env1. The policy ensures that new green links form part of a wider green infrastructure network, which would act as an interconnected network of wildlife corridors within and between existing areas of valuable habitat.	No mitigation measures are recommended.	Policy HC1: ++
	Rural	0	0				Policy HC2: 0
	Transboundary	0	0				Policy HC3: 0 Policy HC4: 0
To protect and enhance the landscape and townscape character and quality	Urban	0	+	Medium	Requirements in Policy HC1 for new developments to contribute towards multi-functional green space would have some localised benefits for townscape character provided these areas are developed in a manner which is in harmony with their surroundings.	Policies Env3 and Env6 provide over-arching mitigation for landscape/townscape impacts. Sports pitches should be included within the list of leisure and recreation facilities specified in Policy HC2.	Policy HC1: +
	Rural	0	0				Policy HC2: 0
	Transboundary	0	0				Policy HC3: 0 Policy HC4: 0
To protect and enhance the cultural heritage resource	Urban	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0				
	Transboundary	0	0				
To protect and enhance the quality of water features and resources	Urban	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0				
	Transboundary	0	0				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0				
	Transboundary	0	0				
To limit and adapt to climate change	Urban	0	+	Medium	Green spaces help to provide mitigation to the impacts of climate change, including delivering flood attenuation and urban cooling functions. Policy HC1 therefore complements and supports Policies Env1 and Env4 in this respect.	No mitigation measures are recommended.	Policy HC1: +
	Rural	0	0				Policy HC2: 0
	Transboundary	0	0				Policy HC3: 0

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To protect and improve air quality	Urban	0	0	0	N/a	Encouraging walking and cycling could have a positive impact on air quality as car journeys are replaced for short distances. However, any changes are likely to be very small and difficult to apportion to this policy in particular. The assessment has therefore concluded a negligible impact.	No mitigation measures are recommended.	Policy HC4: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To increase energy efficiency and require the use of renewable energy sources	Urban	0	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To ensure sustainable use of natural resources	Urban	0	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To minimise waste, increase re-use and recycling	Urban	0	0	0	N/a	Policies within the Health theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To promote the use of more sustainable modes of transport	Urban	0	+	++	High	Policy HC1 requires new developments (above a threshold size) to provide facilities that encourage walking and cycling. This would have some small scale benefits for the use of sustainable transport which are likely to develop over time as the connectivity of such routes across the Borough improves and facilities for walkers and cyclists are promoted as a result of Policy T2. All policies in this section with relevance to transport apply only to new developments and impacts are therefore limited across the Borough as a whole. As required, transport infrastructure may be secured through planning obligations.	Requirements for walking/cycling facilities could be extended to existing areas to significantly improve the performance against this SA Objective. Reference to elements within the Lancashire LTP3 would help to support such initiatives.	Policy HC1: +
	Rural	0	0	0				Policy HC2: 0
	Transboundary	0	0	0				Policy HC3: 0
								Policy HC4: +

Policy Theme: Environment

Strategic Objective: To create a valued urban and rural environment

Policies:

- Env1: Green Infrastructure
- Env2: Natural Environment Enhancement
- Env3: Landscape Character
- Env4: Sustainable Development and Climate Change
- Env5: Renewable Energy
- Env6: High Quality Design
- Env7: Environmental Amenity

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To reduce crime, disorder and fear of crime	Urban	+	+	Medium	Benefits may be felt from environmental improvements as part of wider regeneration initiatives intended to raise aspirations in disadvantaged areas. A well designed and maintained human and built environment would help to foster a sense of security, maintain natural surveillance and reduce both crime and the fear of crime. These are unlikely to be directly measurable but will be important in the context of the regeneration programme promoted by HMR and the Core Strategy. However, it is important that such spaces are well designed to avoid some people's negative safety perceptions of walking and cycling. New development is required to adhere to the principles of security by design as specified in the accompanying text. Policy Env6 includes reference to the creation of safe public realm as part of new development. This theme will be further developed in the Development Management DPD.	New walking / cycling routes should be appropriately lit and incorporate safety by design principles.	Policy Env1: +
	Rural	+	+				Policy Env2: 0
	Transboundary	0	0				Policy Env3: 0
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	0	N/a	Policies within the Environment theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	Policy Env4: 0
	Rural	0	0				Policy Env5: 0
	Transboundary	0	0				Policy Env6: +
To improve physical and mental health for all and reduce health inequalities	Urban	+	+	Medium	Overall regeneration of urban areas, particularly inner areas of Accrington where health deprivation is highest, would generate indirect benefits upon health and well-being through improved quality of life. Development of new areas of green infrastructure, particularly trees, can have a positive impact upon air quality. They also provide places of relaxation that are important for mitigating stress and mental health issues, as well as providing a location for walking, cycling and other exercise. Policy Env1 to promote green infrastructure will be of direct benefit by encouraging healthy lifestyles. Active travel initiatives, such as the cycling demonstration towns, have been shown to positively influence health. It is important that new walking and cycling routes form a coherent network to improve connectivity within and between both new and existing developments. In the long term, Policy Env4 that seeks to mitigate and adapt to climate change, and accompanying text to control and mitigate flood risk, will have benefits for human health and well-being. Policy Env7 also provides protection from adverse impacts on environmental health from new development.	Reference could be made to the Lancashire LTP3's provisions for active travel in Policy Env1.	Policy Env7: +
	Rural	+	+				Policy Env1: ++
	Transboundary	0	0				Policy Env2: 0
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of	Urban	0	0	Medium	The policies in this section are designed to safeguard and enhance the natural and built environment. They aim to prevent harmful or excessive development in environmentally sensitive areas and, as such, limit the ability to construct new housing solely according to market conditions, especially in rural areas.	Mitigation is provided elsewhere in the Core Strategy, i.e. in the Balanced	Policy Env3: 0
	Rural	0	0				Policy Env4: +
	Transboundary	0	0				Policy Env5: 0
							Policy Env6: 0
							Policy Env7: +
							All Policies: 0
							Policy Env1: ++
							Policy Env2: 0
							Policy Env3: 0
							Policy Env4: +
							Policy Env5: 0
							Policy Env6: 0
							Policy Env7: +
							Policy Env1: 0
							Policy Env2: -

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
residents	Rural	-	-	-		The ability to develop the housing that the Borough requires is therefore constrained. However, the Core Strategy should be read as a single document and it would be unreasonable to expect it to sanction widespread development on greenfield sites. Policy Env4 requires the use of sustainable construction principles and designs in new development. This could potentially increase the cost of new housing, although may also help to deliver housing that is better able to meet lifetime homes and sustainability standards, ensuring it is fit for purpose in the long-term. The impacts on this Objective are therefore likely to be mixed.	Development Strategy and Housing policies	Policy Env3: -
	Transboundary	0	0	0				Policy Env4: +/-
								Policy Env5: 0
								Policy Env6: +
To protect and enhance community spirit and cohesion	Urban	+	+	+		The impacts of the environmental policies upon these Objectives would be indirect, and result from the protection, enhancement and creation of attractive areas of accessible green infrastructure within and between existing urbanised areas. Such benefits as would be provided for community spirit and identity fall within the context of the overall regeneration of the Borough. Protection of the natural environment would help to preserve the character of the rural areas of the Borough by preventing inappropriate new development. Protection and enhancement of landscape/townscape character, as supported by Policy Env3 may further contribute to community pride and distinctiveness.	No mitigation measures are recommended.	Policy Env7: 0
	Rural	+	+	+				Policy Env1: +
	Transboundary	0	0	0				Policy Env2: +
								Policy Env3: +
To improve access to basic goods, services and amenities for all groups	Urban	+	+	+		Green infrastructure links, as proposed by Policy Env1, have the potential to be used for off-road walking and cycling routes connecting residential areas with local service centres. Accessibility may therefore be improved. Policies HC1 and T2 further develop this theme.	No mitigation measures are recommended.	Policy Env4: 0
	Rural	0	0	0				Policy Env5: 0
	Transboundary	0	0	0				Policy Env6: 0
								Policy Env7: 0
To encourage sustainable economic growth and business development across the Borough	Urban	0	+	+		The impacts of the environmental policies on this Objective are likely to be indirect and uncertain. Creating a high quality environment is an essential aspect of raising the profile of the Borough and making it a more attractive place for new business to locate and invest. In this sense the policies would benefit economic growth. Investment in green infrastructure in particular, can be a cost-effective method of regeneration. The Core Strategy does require location and accessibility to be considered for new development which will work towards sustainable development goals. However, by requiring high environmental and sustainability standards, there may be a danger that suitable sites for new employment land cannot be found. This, however, has been considered in the development of the Balanced Development Strategy. Environmental policies may restrict economic opportunities in rural areas.	Employment land is allocated within the Balanced Development Strategy. New and existing employment sites must be accessible from all parts of the Borough, including the rural areas.	Policy Env1: +
	Rural	+/-	+/-	+/-				Policy Env2: +/-
	Transboundary	0	0	0				Policy Env3: +/-
								Policy Env4: +/-
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	0	0		Policies within the Environment theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	Policy Env5: 0
	Rural	0	0	0				Policy Env6: +
	Transboundary	0	0	0				Policy Env7: 0
To encourage economic inclusion	Urban	0	0	0		New walking and cycling routes that improve the connectivity of residential areas to employment sites may provide free and viable access to jobs. However, any impacts are likely to be small and localised, and beyond the strategic scope of this assessment.	No mitigation measures are recommended.	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To deliver urban renaissance	Urban	+	+	++	High	Protection and enhancement of the natural and built environment is an essential and very effective aspect of urban regeneration. The benefits of greener, cleaner, better designed and more accessible surroundings would be felt by residents, visitors, workers and investors alike. The Policies provide for the safeguarding of the setting of historic buildings and townscape. This is especially important for regeneration initiatives in Accrington, which are further developed in the emerging Accrington Town Centre Area Action Plan. Applying principles of sustainable design and construction, as indicated in Policies Env4, Env5 and Env6, are also important for raising the profile of the Borough and ensuring that its built environment is adapted and responsive to future conditions in terms of climate change and other challenges.	No mitigation measures are recommended.	Policy Env1: ++
	Rural	0	0	0				Policy Env2: +
	Transboundary	0	0	0				Policy Env3: +
To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	High	Environmental quality in both urban and rural areas is a key contributor to the quality of life experienced by the Borough's residents, as well as a vital aspect of Hyndburn's ability to attract investment and opportunity. The policies in this section support the protection of the existing environment (Policies Env2 and Env3) and set out the Council's position on the environmental performance of new development (Policies Env4, Env5 and Env6). The role of green infrastructure in providing multi-functional benefits to both urban and rural areas (Policy Env1) is also valuable in the context of this Objective.	No mitigation measures are recommended.	Policy Env4: ++
	Rural	+	+	+				Policy Env5: +
	Transboundary	0	0	0				Policy Env6: +
To protect and enhance biodiversity	Urban	+	+	+	High	New green infrastructure provides opportunities to enhance the urban and suburban environment for wildlife. There is emphasis within the policy on delivering socio-economic benefits, such as supporting healthy lifestyles and contributing to overall regeneration as well as support for enhancements for nature and biodiversity. Policy Env2 provides the principal protection for biodiversity within the Core Strategy. Mention of improving the connectivity of environmental resources is particularly important for biodiversity where habitat fragmentation is a key threat. It is important that new green links form part of a wider green infrastructure network, which would act as an interconnected network of wildlife corridors within and between existing areas of valuable habitat. Policy Env5 specifically requires renewable energy developments (of which wind farms are the most likely to be proposed in Hyndburn) to avoid and where appropriate mitigate any effects on biodiversity.	Policy Env1 could be strengthened by identifying measures for the enhancement of green spaces for biodiversity. Measures could include native species planting, bird and bat boxes, provision of woodpiles/hibernaculae and wetland creation.	Policy Env7: 0
	Rural	++	++	++				Policy Env1: +
	Transboundary	0	0	0				Policy Env2: ++
To protect and enhance the landscape and townscape character and quality	Urban	++	++	++	High	The Environment policies support the protection of landscape and townscape across Hyndburn. Policies Env1 and Env2 support the conservation and enhancement of particular landscape elements, but Policy Env3 includes over-arching guidance for the consideration of landscape in the planning and development process. Policy Env6 includes provisions to ensure that new development meets high design standards including maintaining and enhancing townscape and local distinctiveness. Policies Env5 and Env7 each include provisions to eliminate or mitigate the potentially adverse effects of development on landscape and views, the former in relation to renewable energy projects of which wind farms are a potentially contentious issue in the Borough.	No mitigation measures are recommended.	Policy Env3: ++
	Rural	++	++	++				Policy Env4: 0
	Transboundary	0	0	0				Policy Env5: 0
To protect and enhance the cultural heritage resource	Urban	+	+	+	Medium	This part of the Core Strategy is broad in its consideration of 'the environment' and includes heritage features as an aspect of the built environment to be protected and enhanced. Policy Env6 is specific in the need for new development to consider the setting of heritage features, although some clarification could be provided on how the Council intends to treat designated and non-designated heritage buildings	The Core Strategy could provide an additional level of protection for heritage buildings and/or set out	Policy Env6: ++
								Policy Env7: 0

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
	Rural	+	+	+		in the planning process. Policies Env2 and Env3 would have a positive impact on the preservation of the historic landscape, especially in rural areas where boundary features and the mix of land use is important from a historic perspective, as well as a landscape one. New green infrastructure, although positive in many senses, should not be permitted in areas where would it disturb the coherence or legibility of the historic landscape.	Policy Env3: + Policy Env4: 0 Policy Env5: 0 Policy Env6: + Policy Env7: 0	
	Transboundary	0	0	0				
To protect and enhance the quality of water features and resources	Urban	+	+	+		Protection and enhancement of the natural environment and green spaces within urban areas would help to maintain natural rates of infiltration and flood alleviation. New green infrastructure should be designed in such a way that it serves a flood alleviation purpose, amongst any other desired benefits.	Policy Env1: + Policy Env2: + Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0	
	Rural	+	+	+	High	Policy Env4 specifically requires development to be located away from the highest flood risk areas. Use of SuDS within new development is also supported and encouraged.		
	Transboundary	0	0	0				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	+	+	+		Policy Env6 requires new development to promote the re-use of derelict and under-used sites.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: 0 Policy Env5: 0 Policy Env6: + Policy Env7: 0	
	Rural	0	0	0	High			
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	+	++	++		Policy Env4 contains a range of measures designed to ensure that new developments within Hyndburn contribute to targets for reducing carbon emissions, reducing the need to travel and minimising resource consumption. The policy also encourages retrofitting for change of use or extensions to existing properties. It also requires the incorporation of adaptive techniques and technologies into new development to enable long-term resilience to climate change. These include SuDS, water efficiency and the need for flood risk assessments to take place where required.	Policy Env1: + Policy Env2: 0 Policy Env3: 0 Policy Env4: ++ Policy Env5: + Policy Env6: 0 Policy Env7: 0	
	Rural	+	+	+	High	The Core Strategy is supportive of renewable energy through Policy Env5, although all schemes would be subject to acceptability criteria, including a suggestion of financial compensation for the adverse impacts of wind farm development on local people.		
	Transboundary	0	0	0				
To protect and improve air quality	Urban	+	+	+	High	There may be some indirect impacts on air quality as a result of encouragement for walking and cycling on new and enhanced green links, but this is unlikely to be perceptible in the short-medium term. Policy Env4 also indicates that new development should be accessible by non-motorised and public transport.	Policy Env1: + Policy Env2: 0 Policy Env3: 0 Policy Env4: +	
	Rural	0	0	0		Green infrastructure, especially street trees as identified within Policy Env1, can help to mitigate poor air quality in urban areas.		

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To increase energy efficiency and require the use of renewable energy sources	Transboundary	0	0	0				Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
	Urban	+	++	++	Medium	The Council's policy on on-site renewable energy generation could be referenced or further explained to demonstrate support for small-scale schemes.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: ++ Policy Env5: ++ Policy Env6: 0 Policy Env7: 0	
	Rural	+	++	++				
	Transboundary	0	0	0				
To ensure sustainable use of natural resources	Urban	+	+	+		No mitigation measures are recommended.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: + Policy Env7: 0	
	Rural	+	+	+	High			
	Transboundary	0	0	0				
	Urban	+	+	+		Policy Env4 contains a range of sustainable design techniques and technologies that are encouraged for use in new developments. These include energy and water efficiency systems, sustainable waste management facilities and the use of recycled construction materials. Policy Env6 supports the efficient use of land by encouraging the productive re-use of brownfield land.	No mitigation measures are recommended.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: + Policy Env7: 0
To minimise waste, increase re-use and recycling	Urban	+	+	+		Policy Env4 supports the use of recycled construction materials and for the incorporation of sustainable waste management facilities to encourage. This is most likely to be possible on reused brownfield sites where on-site concrete/aggregates can be re-used. The Core Strategy as a whole does not address waste issues in any detail as responsibility for waste policy resides with Lancashire County Council.	No mitigation measures are recommended.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0- Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
	Rural	0	0	0	High			
	Transboundary	0	0	0				
	Urban	+	+	+		Policy Env4 supports the use of recycled construction materials and for the incorporation of sustainable waste management facilities to encourage. This is most likely to be possible on reused brownfield sites where on-site concrete/aggregates can be re-used. The Core Strategy as a whole does not address waste issues in any detail as responsibility for waste policy resides with Lancashire County Council.	No mitigation measures are recommended.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0- Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
To promote the use of more sustainable modes of transport	Urban	+	+	++		New green links, as proposed within Policy Env1 may provide attractive off-road routes for walking and cycling. This policy is supported by Policies HC1 and T2. These are likely to develop over time as the connectivity of such routes across the Borough improves and facilities for walkers and cyclists are promoted as a result of Policy T2.	No mitigation measures are recommended.	Policy Env1: + Policy Env2: 0 Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
	Rural	0	0	0	High	An element of sustainable design, as described in Policy Env4, is access to goods and services by sustainable means (i.e. walking, cycling and public transport). Both of these positive elements are likely to be experienced in urban areas where sustainable travel choices are more readily available.		
	Transboundary	0	0	0				
	Urban	+	+	++				

Policy Theme: Accessibility

Strategic Objective: To provide easy access for all to good quality services and facilities

Policies:

T1: Improving Connectivity

T2: Cycle and Footpath Networks

T3: Motorway and Trunk Road Improvements

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To reduce crime, disorder and fear of crime	Urban	0	0	N/a	Provision of well designed, high quality green spaces and residential streets has been shown to reduce incidences of crime. However, it is important that such spaces are well designed to avoid some people's negative safety perceptions of walking and cycling.	New walking / cycling routes should be appropriately lit and incorporate safety by design principles	All Policies: 0
	Rural	0	0				
	Transboundary	0	0				
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	+	Low	Measures to improve the transport network within Hyndburn are likely to have positive effects on the accessibility of educational facilities. Developments to cycle and footpath networks are likely to be of most benefit locally, whilst public transport and road improvements may widen the catchment area of some educational establishments. Benefits are likely to be relatively minor and only apparent in the longer-term.	No mitigation measures are recommended.	Policy T1: + Policy T2: + Policy T3: 0
	Rural	0	+				
	Transboundary	0	0				
To improve physical and mental health for all and reduce health inequalities	Urban	+	+	High	Promotion of sustainable transport options, including walking and cycling, would encourage healthy lifestyles and help to reduce dependence on the car, thereby reducing air pollution and improving safety. Active travel initiatives, such as the cycling demonstration towns, have been shown to positively influence health. It is important that new walking and cycling routes form a coherent network to improve connectivity within and between both new and existing developments. Close integration with the Lancashire LTP3 would ensure that green links are planned as part of an integrated active travel network. However, support for new road developments in the Borough within Policies T1 and T3 risks the opposite effect occurring, although this is considered to be a relatively minor impact when compared against the benefits of active travel initiatives. Policy T1 promotes connectivity and the need to embrace health issues and contribute to healthier lifestyles. The accompanying text to Policy T3 supports the reduction in speed limits within residential areas to 20mph, which would help to improve safety.	Reference could be made to active travel proposals in the Lancashire LTP3 in Policy HC1. It is recommended that Policy T3 makes reference to the need for road improvements to be subject to appropriate environmental assessment and mitigation procedures. The council ensure that scheme options and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.	Policy T1: + Policy T2: ++ Policy T3: -
	Rural	0	+				
	Transboundary	0	0				
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents	Urban	0	0	N/a	Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0				
	Transboundary	0	0				
To protect and enhance community spirit and cohesion	Urban	+	+	High	Transport improvements are likely to bring people closer together and enable greater community interaction. There could be transboundary benefits with improved links across Pennine Lancashire. Policy T1 promotes connectivity and the need to avoid severance.	No mitigation measures are recommended.	Policy T1: ++ Policy T2: + Policy T3: +
	Rural	+	+				
	Transboundary	+	+				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To improve access to basic goods, services and amenities for all groups	Urban	+	+	++	High	Accessibility would be improved through all policies in this theme, but Policy T2 on improving and extending footpath and cycle networks is likely to have the greatest impact on residents' ability to access local services.	No mitigation measures are recommended.	Policy T1: +
	Rural	+	+	++				Policy T2: ++
	Transboundary	0	0	0				Policy T3: +
To encourage sustainable economic growth and business development across the Borough	Urban	+	+	+	High	The preamble to these policies highlights the importance of a modern, efficient transport system to enhancing economic opportunities within Hyndburn and Pennine Lancashire as a whole. This should be seen in the context of the Eddington Report that highlighted the importance of transport to sustained economic growth. Poor connectivity has been identified as an issue that discourages investment in the Borough. Improved links within the region and to Yorkshire and Greater Manchester are supported within Policies T1 and T3. A number of schemes are identified for direct support, including rail, bus and road improvement programmes.	No mitigation measures are recommended.	Policy T1: ++
	Rural	+	+	+				Policy T2: +
	Transboundary	0	0	0				Policy T3: +
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	0	0	N/a	Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To encourage economic inclusion	Urban	+	+	+	High	Improvements to Hyndburn's transport infrastructure would help to bring people and jobs closer together, particularly if the measures are free to use, such as walking and cycling. The impacts would be felt most strongly in inner areas of Accrington where car ownership levels are lowest and people are more reliant on public transport, walking and cycling. Policy T2 seeks to improve the quality and extent of off-road pedestrian and cycle routes, whilst ensuring mobility and access for all are considered. Policy T1 supports a range of transport improvements that may be brought forward over the lifetime of the Core Strategy. Improved connectivity to adjoining urban areas would support the regional economy and offer greater opportunities for Hyndburn residents to access employment outside the Borough.	No mitigation measures are recommended.	Policy T1: +
	Rural	+	+	+				Policy T2: +
	Transboundary	+	+	+				Policy T3: +
To deliver urban renaissance	Urban	+	+	+	Medium	An efficient transport network is integral to the wider regeneration initiatives taking place across Accrington. Improved connectivity with adjoining settlements would help to raise the profile of the Borough and would be likely to generate economic benefits. High profile public transport schemes including the Pennine Reach bus service and reinstatement of the Todmorden Curve allowing through trains to Manchester are supported by Policy T1 and the accompanying text. Care should be taken to ensure that the environmental responsibility aspect of urban renaissance is given equal standing and that full consideration is given to the potential environmental impacts of new transport schemes. This is particularly true of motorway and trunk road improvements required under Policy T3.	It is recommended that Policy T3 makes reference to the need for road improvements to be subject to appropriate environmental assessment and mitigation procedures. The council ensure that scheme options and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.	Policy T1: +
	Rural	0	0	0				Policy T2: +
	Transboundary	0	0	0				Policy T3: +/-
To develop and market the Borough as a place to live, work and do business	Urban	0	+	+	Medium	Improving connectivity within Hyndburn and with neighbouring boroughs would help to integrate Hyndburn better within the economy of the Pennine Lancashire sub-region. Crucially, improved road and rail infrastructure would also help to enhance links to Central Lancashire, Greater Manchester and Yorkshire, facilitating the flow of trade and making the Borough more attractive for investment. Enhanced economic prospects would have a positive influence of the equality of life. Policy T2 would help to create the right conditions for an uptake in walking and cycling, thus improving health and reducing the adverse impacts of traffic.	No mitigation measures are recommended.	Policy T1: +
	Rural	0	+	+				Policy T2: +
	Transboundary	0	0	0				Policy T3: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To protect and enhance biodiversity	Urban	+/ -	+/ -	+/ -	<p>Policy T2 supports the creation of new and enhanced walking and cycling routes, including those that would contribute towards green infrastructure in the Borough. There are likely to be benefits for biodiversity as a result, especially if, as recommended, they form a coherent network of green infrastructure links that can act as wildlife corridors within and between important habitats. Policy T2 also cross references to policy Env1 which will seek to secure the multifunctional benefits associated with green infrastructure links.</p> <p>There is a low degree of certainty in the assessment of effects as the Core Strategy does not make specific provisions for particular schemes. A number of projects are highlighted as being compatible with the overall aim of improving connectivity, but the impact that these would have upon biodiversity in the Borough would be dependent on their detailed design. However, Policy T1 specifically requires that environmental impacts are considered within new road or rail schemes.</p>	<p>It is recommended that Policy T3 makes reference to the need for road improvements to be subject to appropriate environmental assessment and mitigation procedures. The council ensure that scheme options and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.</p>	<p>Policy T1: +/ - Policy T2: ++ Policy T3: ?</p>
	Rural	?	?	Low			
	Transboundary	0	0	0			
To protect and enhance the landscape and townscape character and quality	Urban	+	?	?	<p>Policy T2 supports measures elsewhere in the Core Strategy to enhance green infrastructure and provide attractive off-road routes for movement.</p> <p>The accompanying text to Policy T3 supports the reduction in speed limits within residential areas to 20mph, which would help to reduce the harmful effects of traffic on the townscape.</p> <p>There is a low degree of certainty in the assessment of effects as the Core Strategy does not make specific provisions for particular schemes. A number of projects are highlighted as being compatible with the overall aim of improving connectivity, but the impact that these would have upon biodiversity in the Borough would be dependent on their detailed design. However, Policy T1 specifically requires that environmental impacts are considered within new road or rail schemes.</p>	<p>It is recommended that Policy T3 makes reference to the need for road improvements to be subject to appropriate environmental assessment and mitigation procedures. The council ensure that scheme options and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.</p>	<p>Policy T1: ? Policy T2: + Policy T3: ?</p>
	Rural	0	?	Low			
	Transboundary	0	0	0			
To protect and enhance the cultural heritage resource	Urban	0	0	0	<p>Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.</p>	N/a	All Policies: 0
	Rural	0	0	N/a			
	Transboundary	0	0	0			
To protect and enhance the quality of water features and resources	Urban	0	0	0	<p>Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated, although uncertainty remains concerning potential new road schemes.</p>	N/a	All Policies: 0
	Rural	0	0	N/a			
	Transboundary	0	0	0			
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	0	0	0	<p>Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.</p>	N/a	All Policies: 0
	Rural	0	0	N/a			
	Transboundary	0	0	0			
To limit and adapt to climate change	Urban	+/ -	+/ -	+/ -	<p>Transport constitutes a significant source of carbon emissions, and reducing the number of journeys by private car should therefore be seen as a key measure for mitigating climate change.</p> <p>Whilst Policy T2 proposes new infrastructure to encourage walking and cycling, Policy T3 supports improvements to the motorway and trunk road network. This is incompatible with targets to reduce car use and therefore the carbon emissions that contribute to climate change.</p> <p>Some uncertainty is created as the Core Strategy does not directly propose schemes, but rather supports the over-arching aim of improved connectivity through projects that have been proposed and may realistically come forward during the lifetime of the plan.</p>	<p>It is recommended that Policy T3 makes reference to the need for road improvements to be subject to appropriate environmental assessment and mitigation procedures. The council ensure that scheme options</p>	<p>Policy T1: +/ - Policy T2: + Policy T3: -</p>
	Rural	+/ -	+/ -	+/ -			
	Transboundary	0	0	0			

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To protect and improve air quality	Transboundary	+/-	+/-	+/-	Road transport is the principal source of poor air quality in the Borough. Although there are no AQMAs currently designated, main roads and busy junctions have locally high levels of pollutants. Increases in the use of the private car would exacerbate this situation and cause a deterioration in air quality. Policies T1 and T3 each advocate new road building schemes, likely to generate greater volumes of traffic. This would be especially true of any widening of the M65. However, it should be recognised that new schemes may result in improved air quality in some areas due to the diversion of traffic and the removal of congestion. However, this theme also supports public transport improvements and the development of high quality walking and cycling routes across the Borough which cumulatively would provide alternatives to car use and help to reduce emissions of airborne pollutants. Some uncertainty is created as the Core Strategy does not directly propose schemes, but rather supports the over-arching aim of improved connectivity through projects that have been proposed and may realistically come forward during the lifetime of the plan.	and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.	Policy T1: +/ Policy T2: + Policy T3: +/
	Urban	+/	+/	+/			
	Rural	+/	+/	+/			
	Transboundary	+/	+/	+/			
To increase energy efficiency and require the use of renewable energy sources	Urban	0	0	0	Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To ensure sustainable use of natural resources	Urban	+/	+/	+/	Support for public transport improvements in Policy T1 is to some extent countered by that for motorway and trunk road improvements in Policy T3. Public transport, walking and cycling represent the most resource efficient approach to the movement of people, as opposed to the private car where material, fuel and maintenance require costly and non-renewable resource use.	The Core Strategy could include a statement of principle that supports sustainable transport over the private car.	Policy T1: +/ Policy T2: + Policy T3: -
	Rural	0	0	0			
	Transboundary	0	0	0			
To minimise waste, increase re-use and recycling	Urban	0	0	0	Policies within the Accessibility theme have a negligible relationship with this SA Objective. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To promote the use of more sustainable modes of transport	Urban	+/	+/	+/	The policies and accompanying text under this theme promote the development of new transport infrastructure across the Borough. On the basis that public transport, walking and cycling are considered sustainable and that increases in private car use is not, this part of the Core Strategy would have a mixed impact on this Objective. Promotion of walking and cycling routes and facilities would encourage these modes provided that they are focussed in areas where they would have a demonstrable impact on car travel (i.e. by encouraging a shift away from short car journeys). Elsewhere, Policy T1 advocates improvements to public transport, including the Pennine Reach bus service and enhancements to rail services from Accrington. These would help to encourage a modal shift away from the car. However, Policies T1 and T3 also support road improvements that may counteract some of these benefits. Whilst the SA as a whole recognises the importance of road links for promoting economic growth and access to services, any increase in the volume of traffic using Hyndburn's roads is contrary to the aspiration to promote sustainable transport.	Walking and cycling improvements should be focussed where they would have the greatest impact on car use (i.e. for accessing schools, local shops and the town centre).	Policy T1: +/ Policy T2: + Policy T3: -
	Rural	+/	+/	+/			
	Transboundary	+/	+/	+/			

Policy Theme:

Towns, Townships and Other Settlements

Policies:

A1: Amount and Distribution of Housing in Accrington

A2: Accrington Town Centre

A3: Development of Local Centres in Accrington

A4: The Leeds and Liverpool Canal in Church

A5: Brookside Business Centre

A6: The Leeds and Liverpool Canal in Clayton-le-Moors

A7: Housing in Huncoat

A8: Strategic Employment Site at Huncoat

A9: Whinney Hill Link Road

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To reduce crime, disorder and fear of crime	Urban	0	+	+	Medium	The Accrington policies support the wider regeneration initiatives developed elsewhere in the Core Strategy, and, as such, would have a beneficial impact upon the Objective. New housing developed in collaboration with the HMR initiative, as supported by Policy A1 would be targeted at the areas of the town in greatest need of regeneration. These areas – the Central, Barnfield, Spring Hill and Peel wards of the town - are also those where incidences of crime are highest. Environmental and housing improvements can therefore be expected to have an indirect improvement on crime levels. The proposed new Accrington bus station (Policy A2) would replace the current poor quality facility which can be unsafe and unattractive to use. The development of the Accrington Town Centre AAP will further support the regeneration of the town and contribute towards the development of a safer community.	No mitigation measures are recommended.	Policy A1: +
	Rural	0	0	0				Policy A2: +
	Transboundary	0	0	0				Policy A3: 0
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	0	+	Low	Regeneration of the town, supported by a number of in this section, may have a positive long-term impact on educational attainment by raising aspirations. However, any impacts would be long-term and subject to a wide range of other factors.	No mitigation measures are recommended	Policy A1: +
	Rural	0	0	0				Policy A2: +
	Transboundary	0	0	0				Policy A3: 0

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To improve physical and mental health for all and reduce health inequalities	Urban	+	++	++		<p>Overall regeneration of urban areas, particularly inner areas of Accrington where health deprivation is highest, would generate indirect benefits upon health and well-being through improved quality of life. New housing, as proposed by Policy A1 and in association with Policies H1-3, would help to create a healthier living environment for many people currently living in poor quality or unsuitable accommodation. Specialist new housing for the elderly and disabled should comprise part of the housing allocation for Accrington, helping to improve the quality of life for these groups. Medical facilities will be supported across Accrington by Policies A2 and A3.</p> <p>Policy A5 would include the development of a Country Park and has the potential to benefit health and wellbeing.</p> <p>Policies A4, A6 and A7 which promote development in the vicinity of the Leeds and Liverpool Canal in Church and Clayton-le-Moors and Huncoast will include improving the environmental quality of the corridor and improving the amenity of the canal, therefore providing recreation opportunities which would benefit health and wellbeing. The canal comprises one of the green links referred to in Policies HC1, Env1 and T2 – the link could be made in this section.</p> <p>Policy A8 encourages the siting of employment uses at the Huncoast site where access by walking and cycling is possible. This installation could reduce the amenity value of the area and reduce willingness to use land surrounding it. The policy aims to minimise the impact to residents, sensitive sites, amenity and the environment. This would not be permitted where unacceptable adverse impacts are predicted.</p> <p>Policy A9 involves developing a new road and measures which will prohibit heavy good vehicles using local roads and divert traffic out of Accrington, Church, Clayton-le-Moors and Huncoast which would improve health and wellbeing by improving air quality, traffic noise, road safety etc.</p>	<p>Mention could be made in Policy A1 of the need for a proportion of new housing to meet accessibility standards, such as Lifetime Homes. The value of the Leeds and Liverpool Canal towpath as a route for walking and cycling could be emphasised.</p>	<p>Policy A1: + Policy A2: + Policy A3: + Policy A4: + Policy A5: + Policy A6: + Policy A7: + Policy A8: +/- Policy A9: ++</p>
	Rural	0	0	0	Medium			
	Transboundary	0	0	0				
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents	Urban	+	+	+		<p>Policy A1 states that 75% of the 3,400 houses that will be developed in the Borough will be located in the main areas of Accrington and its townships. However, it is recognised that not all of these are likely to be developed as a result of the economic conditions in the short-term. Inner areas of Accrington – the Peel, Barnfield, Spring Hill and Central wards – experience the greatest concentration of small pre-1919 terraced properties and are the principal cause of the imbalance in the local housing market. It is expected that a significant proportion of new housing will take place in these areas as part of the ongoing HMR investment programme. Policy H1 sets out the aspirations for the mix of new housing types, and indicates that three-quarters of new houses are proposed to be detached or semi-detached properties. The Site Allocations DPD will need to address the issue of how these lower-density property types can be accommodated in areas of presently high-density terraced housing. Windfall and former industrial sites will provide some opportunity but imaginative use of land will be required to meet the targets within both Policies A1 and H1 simultaneously.</p> <p>Policies A4 and A6 involve the development of land in the vicinity of the Leeds and Liverpool Canal, this may include some housing. The Site Allocations DPD will set out in more detail the land-users, or development types, that will be acceptable in the vicinity of the canal. Policy A7 also includes for housing development at Huncoast which would positively contribute to this objective.</p> <p>Policy A5 would potentially include an element of sustainable, energy efficient housing that would demonstrate how this type of housing can be developed in areas like Pennine Lancashire. However, any such new housing would need to be consistent with Policies H1 and H2 on the type and affordability of new properties. Any such scheme should lead to greater diversity in the local housing stock, which is dominated by terraced properties south of Union Road.</p>	<p>Links could be made between Policy A1 and Policy H1 to identify the need for larger, lower density housing types to be built in Accrington, not only in the Borough.</p>	<p>Policy A1: + Policy A2: 0 Policy A3: 0 Policy A4: ? Policy A5: + Policy A6: ? Policy A7: + Policy A8: 0 Policy A9: 0</p>
	Rural	0	0	0	Medium			
	Transboundary	0	0	0				
To protect and enhance community spirit and cohesion	Urban	+	+	+	High	<p>Overall regeneration of urban areas has the potential to create a positive effect on community spirit and cohesion through the improvement of the services and environment of the town. Policy A2 proposes access and service improvements, which are further developed in the Accrington Town Centre AAP. Accrington will be strengthened and enhanced as the principal centre for the Borough, providing key services to the local community. Clayton-le-Moors, Huncoast and Oswaldtwistle will be developed for a</p>	<p>No mitigation measures are recommended</p>	<p>Policy A1: ? Policy A2: + Policy A3: +</p>

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
	Rural	0	0	0		range of facilities to support their local communities (A3) including development at Oswaldtwistle Mills (A3). The impact of significant new housing development at Huncoat could have an effect on existing community relations in the area. Effects could be positive, as a result of support for existing facilities such as the primary school and the development of new shared services. Alternatively, an influx of new residents may disturb the semi-rural nature of the Huncoat area and alter its identity. Policies A4 and A6 which promote development in the vicinity of the Leeds and Liverpool Canal in Church and Clayton-le-Moors will include improving the environmental quality of the corridor and improving the amenity of the canal, therefore providing recreation opportunities. Also, Policy A5 would include the development of a Country Park which would provide recreation opportunities. Policy A9 involves developing a new road and measures which will prohibit heavy good vehicles using local roads and divert traffic out of Accrington, Church, Clayton-le-Moors and Huncoat which would improve community spirit by improving the environment of the urban areas. These policies have the potential to create a positive effect on community spirit and cohesion through the improvement of the services and environment of the town.		Policy A4: + Policy A5: + Policy A6: + Policy A7: +/- Policy A8: 0 Policy A9: +
To improve access to basic goods, services and amenities for all groups	Urban	+	+	+		Although the Core Strategy recognises the primacy of Accrington town centre for delivering services in the Borough, a key aspect of developing sustainable communities is to provide local services that reduce the need to travel and help create vibrant, mixed neighbourhoods. Policy A2 supports the strengthening of Accrington as the principal centre for the Borough, providing higher order services to the community. Clayton-le-Moors, Huncoat and Oswaldtwistle will also be developed for a range of facilities to support their local communities including facilities such as shops, medical facilities, libraries and communal meeting rooms (A3). Development at Oswaldtwistle Mills will also be supported. Policies T1, T2, HC1 and Env1 to improve connectivity, especially by walking and cycling routes would help improve access to services at a local level. Policy A2 states that land will be allocated for the development of a bus station which will help to ensure that bus and train services and properly integrated, thus improving access to basic goods, services and amenities. Policies A4 and A6 which promote development in the vicinity of the Leeds and Liverpool Canal in Church and Clayton-le-Moors and is likely to include a mix of employment and commercial development. It will also include improving the amenity of the canal. Policy A7 would ensure access to improved sports provision and ensure new development is integrated within the existing village and its services. Policy A8 will seek to locate employment where the site is adequately supported by good road, public and sustainable transport options. Policy A5 would include the development of a Country Park which would provide a recreation amenity for the local community.	New housing must be identified in sustainable locations with access to services. New and enhanced walking and cycling routes should be identified in the Site Allocations DPD with the aim of connecting residential areas to local service centres, as well as to Accrington town centre.	Policy A1: 0 Policy A2: + Policy A3: + Policy A4: + Policy A5: + Policy A6: + Policy A7: + Policy A8: + Policy A9: 0
	Rural	0	0	0				
	Transboundary	0	0	0	High			
To encourage sustainable economic growth and business development across the Borough	Urban	+	+	+		Policy A2 sets out the framework for the regeneration of Accrington Town Centre, based on maximising its distinctive appeal and heritage assets. The identified need for new office development is addressed, as is the need to broaden the quality and quantity of the retail offer. More specific proposals are contained within the emerging Accrington Town Centre AAP. Other smaller scale developments are proposed by Policy A3 as part of local centre regeneration and the economic viability of Oswaldtwistle and Accrington should be protected. Regeneration of the Leeds and Liverpool Canal (Policies A4 and A6) provides an opportunity for commercial developments as part of the re-use of old mill buildings and enhancement of the waterfront location.	No mitigation measures are recommended	Policy A1: 0 Policy A2: + Policy A3: + Policy A4: + Policy A5: + Policy A6: +
	Rural	0	0	0				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
	Transboundary	0	+	+		The proposed Huncoat Strategic Employment Site would provide significant potential for encouraging economic growth in the Borough. Transport improvements (Policies A2 and A9) would also support the economic prospects of the town. These should be seen within the context of Policy T1 to improve connectivity across the Borough as a whole. Further improvements may be obtained from upgrades to trains services on the Preston-Colne line and potential widening of the M65 (Policy T3). The importance of transport to economic growth is confirmed in the Eddington Report.		Policy A7: 0 Policy A8: + Policy A9: 0
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	+	+		New employment development offers the opportunity to increase skill levels amongst the Hyndburn population, especially as a result of the Strategic Employment Site at Huncoat.	New business development should be encouraged to make use of local labour and to offer training schemes, as indicated in the commentary to Policy E2.	Policy A1: 0 Policy A2: + Policy A3: 0 Policy A4: 0 Policy A5: + Policy A6: 0 Policy A7: 0 Policy A8: + Policy A9: 0
	Rural	0	0	0	Low			
	Transboundary	0	0	0				
To encourage economic inclusion	Urban	+	+	+		Policies A2, A3, A4, A5, A6 and A8 should contribute to economic inclusion by creating employment opportunities for local people and by improving public transport links. Areas designated for new and retained employment uses are generally accessible to local people. Huncoat has its own railway station and lies close to junction 8 of the M65. The creation of the new housing development in Policy A7 should be developed to ensure accessibility to the Huncoat strategic employment site. The policies also confirm the primacy of Accrington town centre for office and retail uses, both of which provide significant employment opportunities. The town centre is the most accessible part of the Borough by public transport. It is also proposed to benefit from enhancements to walking and cycling routes (Policy T2). Access to employment opportunities will be dependent not only upon transport but the skill levels and qualifications of the workforce. The excellent Accrington and Rossendale College has a role to play in raising educational standards to meet the needs of modern businesses. Policy ED1 to support new educational facilities may also contribute in the long-term. The requirement of Policy A3 will protect the economic viability of Oswaldtwistle and Accrington.	New walking and cycling routes proposed under Policies HC1, Env1 and T2 should attempt to connect residential and employment areas to improve access to jobs for those without a car.	Policy A1: 0 Policy A2: + Policy A3: + Policy A4: + Policy A5: + Policy A6: + Policy A7: + Policy A8: + Policy A9: 0
	Rural	0	0	0	Medium			
	Transboundary	0	0	0				
To deliver urban renaissance	Urban	+	++	++		Urban renaissance relates to a number of factors including design excellence, economic strength, environmental responsibility, good governance and social well-being (Source: Department of Communities and Local Government). Overall regeneration of urban areas, particularly Accrington town centre (Policy A2) will have a positive effect on urban renaissance. The vision of the AAP for Accrington is for Accrington to become a <i>floral market town with an excellent quality of place at the heart of Pennine Lancashire</i> . This document sets out in more detail the specific means by which investment will occur in the town centre. Wide environmental improvements are discussed in the Environment policies, and would have benefits across Accrington and its townships. In particular, new green spaces, street trees, high quality design standards and the	No mitigation measures are recommended	Policy A1: 0 Policy A2: ++ Policy A3: + Policy A4: + Policy A5: + Policy A6: +
	Rural	0	0	0	Medium			

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To develop and market the Borough as a place to live, work and do business	Transboundary	0	0	0	protection of heritage features would all contribute to the wider regeneration of Accrington. Policies A3, A4, A5, A6 and A8 all contribute to the regeneration of Accrington and its townships and therefore should have a beneficial effect on the urban fabric and assist in attracting and retaining skilled residents. Development along the Leeds and Liverpool Canal provides an opportunity to create a distinctive environment for residential, commercial and leisure uses. The canal is a key aspect of the Borough's heritage and should be intrinsic to regeneration initiatives in the Church / Oswaldtwistle Gateway and Clayton-le-Moors. Policy A9 involves developing a new road and measures which will prohibit heavy good vehicles using local roads and divert traffic out of Accrington, Church, Clayton-le-Moors and Huncoot which would improve the urban environment and contribute to urban renaissance. Additional transport-related improvements, as indicated by the Accessibility policies, would have a significant impact upon Accrington. Improvements to rail services, the Pennine Reach bus service and new and enhanced routes supporting active travel would all contribute positively to raising the profile of the town and making it a more attractive location for investment.	No mitigation measures are recommended	Policy A7: 0 Policy A8: + Policy A9: +
	Urban	+	+	+	Overall regeneration of urban areas, particularly Accrington town centre (Policy A2) will have a positive effect on the town. The vision of the AAP for Accrington is for <i>Accrington to become a floral market town with an excellent quality of place at the heart of Pennine Lancashire</i> . The quantity of new housing proposed in Accrington by Policy A1, together with the Housing and Environment policies elsewhere in the Core Strategy, would help to address the imbalances in the local housing market that can act as a deterrent to current and future residents. It is likely that larger properties will be constructed, meeting a need identified in subsequent Housing Needs Surveys. Requirements for high design standards, green space, access to local services, sustainable design and the retention of historic associations contained in the Environment theme would help to deliver attractive and sought after housing. Policies A3, A4, A5, A6, A7 and A8 all contribute to the economic regeneration of Accrington and its townships and therefore should have a beneficial effect. For example, improving the environment of the area through the regeneration around the Leeds and Liverpool Canal (Policies A4 and A6) and the development of a Sustainable Construction Centre and Country Park (Policy A5). New employment opportunities would be created at Huncoot and Brookside Business Centre, and potentially also within Accrington town centre and at Oswaldtwistle Mills.		Policy A1: ++ Policy A2: ++ Policy A3: + Policy A4: + Policy A5: + Policy A6: + Policy A7: + Policy A8: + Policy A9: +
	Rural	0	0	0	Policy A9 involves developing a new road and measures which will prohibit heavy good vehicles using local roads and divert traffic out of Accrington, Church, Clayton-le-Moors and Huncoot which would improve the urban environment. These improvements to the urban environment in Accrington and its townships are likely to have a beneficial effect upon the perception of the area for residents, visitors and potential investors.		Policy A1: +/- Policy A2: 0 Policy A3: 0 Policy A4: +
To protect and enhance biodiversity	Transboundary	0	0	0	The Accrington policies in general support the redevelopment of brownfield sites, thus preventing large-scale loss of greenfield land. However, parts of the development at Huncoot would be constructed on the fields surrounding the present settlement, suggesting potential loss of natural habitat. The housing development in Policy A7 would involve regeneration of a brownfield area and will not result in a net loss of habitat and should enhance biodiversity resources and linkages. The Environment policies would provide mitigation for potentially adverse impacts of new development by	Opportunities should be taken to protect biodiversity during any improvement works; this should include ecological surveys being undertaken prior to any	
	Urban	+/-	+/-	+/-			

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
	Rural	-	-	-		requiring schemes to contribute to green infrastructure, as well as protecting the most important sites for biodiversity from development. Policies A4 and A6 promote development in the vicinity of the Leeds and Liverpool Canal in Church and Clayton-le-Moors and Part c states that the development will be expected to '...improve the environmental quality of the waterway corridor'. Part e also states that '...development that would have an adverse impact on the amenity of the canal by virtue of noise, odour or visual impact will not be supported'. However, there may be some short term negative effects due to construction disruption. Policy A5 may include developing land within the green belt for an exceptional scheme of sub-regional importance (with the proviso that a Country Park is developed as well). Policy A9 involves the construction of a new road which may impact negatively upon biodiversity due to additional land take and disruption if suitable mitigation is not provided. The policy seeks to ensure conservation and enhancement of the wider environment through the development of this road. Policy A8 may also work to enhance the wider natural environment, but could also have some impact on landscape and biodiversity.	works and the implementation of a Construction Environmental Management Plan (CEMP). The SPD relating to the Brookside Business Centre should contain clear provisions to ensure biodiversity protection and enhancement. Appropriate environmental mitigation must be developed to avoid adverse impacts as a result of the Whinney Hill Link Road.	Policy A5: +/- Policy A6: + Policy A7: + Policy A8: +/- Policy A9: +/-
To protect and enhance the landscape and townscape character and quality	Urban	+/-	+/-	+/-		Policy A2 concerns the regeneration of Accrington town centre. This will have a positive effect on the townscape of Accrington. The vision of the AAP for Accrington is for <i>Accrington to become a floral market town with an excellent quality of place at the heart of Pennine Lancashire</i> . Policies A4 and A6 seek to improve the areas adjacent to the Leeds and Liverpool canal whilst reinstating the characteristics of local canal architecture and waterscape and refurbishing historic buildings and structures which will have a beneficial effect on the townscape of the area. Policy A5 may include developing land within the green belt for an exceptional scheme of sub-regional importance (with the proviso that a Country Park is developed as well). This may have positive and negative effects on the landscape of the area. Policies A8 and A9 are assessed as having a negative effect on landscape due to the construction of new infrastructure and buildings on a greenfield site. However, it is worth noting that both policies A8 and A9 state that high quality landscaping would be provided to enhance the natural environment. This could have the potential to reduce impacts in some areas. Landscape impacts are expected to be greater during the construction period. Whilst Policy A7 could improve the landscape character of the former mining area, there must be a consideration for the heritage of the industrial landscape features.	Opportunities should be taken to minimise visual impact; for example, screening, landscaping and considerate design. A cross reference could be made to the general provisions of Policy Env3 for consistency.	Policy A1: 0 Policy A2: + Policy A3: 0 Policy A4: ++ Policy A5: +/- Policy A6: ++ Policy A7: +/- Policy A8: +/- Policy A9: +/-
	Rural	0	-	-	High			
	Transboundary	0	0	0				
	Transboundary	0	0	0				
To protect and enhance the cultural heritage resource	Urban	+	+	+		Policy A2 concerns the regeneration of Accrington town centre. The Core Strategy refers to the two conservation areas in Accrington and the potential to develop the historic market town role of Accrington which would protect and enhance the cultural heritage resource. If heritage structures are well preserved and brought back into use within a more vibrant town centre, this should offset any possibilities of their settings being affected by new development.	No mitigation measures are recommended.	Policy A1: 0 Policy A2: + Policy A3: 0 Policy A4: + Policy A5: 0 Policy A6: + Policy A7: +/- Policy A8: 0 Policy A9: 0
	Rural	0	0	0	High	Policies A4 and A6 seek to improve the areas adjacent to the Leeds and Liverpool Canal whilst reinstating the characteristics of local canal architecture and waterscape and refurbishing historic buildings and structures, thereby protecting and enhancing the cultural heritage resource. Whilst Policy A7 could improve the character of the former mining area, there must be a consideration for the heritage of the industrial landscape features.		
	Transboundary	0	0	0				
	Transboundary	0	0	0				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To protect and enhance the quality of water features and resources	Urban	?	?	?		<p>New development in Accrington must be mindful of the flood risk that exists in the town as a result of the culverting of a number of watercourses. Redevelopment in the town centre may provide an opportunity to do so, in conjunction with measures in the Environment policies.</p> <p>Policies A4 and A6 have the aim of maximising the benefits of the Leeds and Liverpool Canal and Part c states that the development will be expected to '...improve the environmental quality of the waterway corridor'. However, the extent to which the water environment itself will benefit is uncertain.</p> <p>Policies A1, A5, A8 and A9 all involve some element of new construction on greenfield sites adjacent to the urban boundary and may impact upon water runoff/flooding. The requirements of Policy Env4 to consider flood risk issues provide suitable mitigation. There could also be a risk of water pollution during the construction period.</p> <p>Policy A7 aims to create a brief to address issues of surface run-off and contamination. However the extent to which this could enhance water quality is largely unknown. Results are unlikely to be seen in the short term.</p>	<p>Opportunities should be taken to protect and enhance the quality of the water environment during any improvement works.</p> <p>A link could be made within this theme to Policy Env4 to mitigate flood risk impacts.</p> <p>Opportunities should be explored to open culverts as part of redevelopment options.</p>	<p>Policy A1: ?</p> <p>Policy A2: 0</p> <p>Policy A3: 0</p> <p>Policy A4: ?</p> <p>Policy A5: ?</p> <p>Policy A6: ?</p> <p>Policy A7: ?</p> <p>Policy A8: ?</p> <p>Policy A9: ?</p>
	Rural	?	?	?	Low			
	Transboundary	0	0	0				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	+	+	+		<p>New housing would be developed primarily on brownfield land, although there would be some urban extension in the Huncoat area. Policy A7 aims to create a brief to address issues of surface run-off and contamination. However the extent to which this could enhance water quality is largely unknown. Results are unlikely to be seen in the short term.</p> <p>Policies A2, A4, A6 and A8 specifically involve the redevelopment of brownfield sites. Such redevelopment would require the remediation of any existing contaminated land in accordance with statutory requirements. Contaminated land may be found in the vicinity of Accrington town centre, on the site of former mill buildings close to the Leeds and Liverpool Canal, and on the site of the former Huncoat power station, all of which may be redeveloped under the proposals in the Spatial policies.</p> <p>Policies A5 and A9 involve building on greenfield sites and as such expose greenfield land to contamination. Risks of contamination would be greatest during the construction period.</p>	<p>Implementation of a CEMP during the construction period should help to avoid contamination.</p>	<p>Policy A1: +/-</p> <p>Policy A2: +</p> <p>Policy A3: 0</p> <p>Policy A4: +</p> <p>Policy A5: +/-</p> <p>Policy A6: +</p> <p>Policy A7: +/-</p> <p>Policy A8: +/-</p> <p>Policy A9: -</p>
	Rural	-	-	-	Low			
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	+	+	+		<p>The Core Strategy is focussing the majority of new development within the existing urban area of Accrington. These policies support the overall strategic aim of concentrating development where it can be accommodated and avoiding impacts upon the natural environment. Accrington represents a sustainable location, given the existing provision of public transport and local services. The need to travel will therefore be minimised.</p> <p>New developments would be constructed in accordance with the Environment policies elsewhere in the Core Strategy that seek to ensure a reduction in carbon emissions and appropriate mitigation against the likely impacts of climate change.</p> <p>Policy A2 states that land will be allocated for the development of a bus station which will help to ensure that bus and train services and properly integrated, thus promoting the use of more sustainable modes of transport.</p> <p>The development of the area surrounding the Leeds and Liverpool Canal (Policies A4 and A6) has the potential to improve sustainable transport links and could be a valuable transport network for pedestrians and cyclists, in association with Policies HC1, Env1 and T2.</p> <p>Through the promotion of more sustainable transport methods, these policies help to limit climate change through minimising the use of cars.</p>	<p>No mitigation measures are recommended.</p>	<p>Policy A1: 0</p> <p>Policy A2: +</p> <p>Policy A3: 0</p> <p>Policy A4: +</p> <p>Policy A5: 0</p> <p>Policy A6: +</p> <p>Policy A7: 0</p> <p>Policy A8: 0</p> <p>Policy A9: 0</p>
	Rural	0	0	0	Medium			
	Transboundary	0	0	0				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To protect and improve air quality	Urban	+	+	+	Medium	As outlined above, by concentrating the majority of new development within Accrington, the Core Strategy seeks to minimise the need to travel and thereby avoid any deterioration in air quality. However, it should be recognised that the scale of development planned will lead to inevitable increases in car use despite the proposals to encourage the use of sustainable transport. Policy A2 states that land will be allocated for the development of a bus station which will help to ensure that bus and train services and properly integrated. This could improve local air quality by minimising the need for people to use cars. The development of the area surrounding the Leeds and Liverpool Canal (Policy A4 and A6) has the potential to improve sustainable transport links and could be a valuable transport network for pedestrians and cyclists and therefore helps to improve local air quality through minimising the use of cars. Policy A9 involves developing a new road and measures to prohibit heavy good vehicles using local roads and divert traffic out of Accrington, Church, Clayton-le-Moors and Huncoat. These would collectively improve air quality in the urban environment, although it is likely to worsen in the vicinity of the new road.	Appropriate air quality assessment and mitigation measures (if required) should be implemented as part of the construction of the Whinney Hill Link Road.	Policy A1: +/-
	Rural	-	-	-				Policy A2: +
	Transboundary	0	0	0				Policy A3: 0 Policy A4: + Policy A5: 0 Policy A6: + Policy A7: 0 Policy A8: - Policy A9: +/-
To increase energy efficiency and require the use of renewable energy sources	Urban	?	?	?	Low	Policy A5 would potentially include a demonstration project to showcase how sustainable, energy efficient housing can be developed in areas like Pennine Lancashire. Policy Env4 would apply to new developments within Accrington, designed to improve energy efficiency and make use of solar heating.	No mitigation measures are recommended.	Policy A1: 0
	Rural	0	0	0				Policy A2: 0 Policy A3: 0 Policy A4: 0 Policy A5: ? Policy A6: 0 Policy A7: 0 Policy A8: 0 Policy A9: 0
	Transboundary	0	0	0				
To ensure sustainable use of natural resources	Urban	?	?	?	Medium	Urban concentration of new development would help to ensure an efficient use of land. However, it is recognised that brownfield sites do not provide suitable locations for all development requirements. A limited amount of greenfield development is due to occur in accessible locations. Policies A2, A3, A4 and A6 all have the potential to encourage the redevelopment of under-used or vacant buildings, which provides a more sustainable alternative to demolition and subsequent new build. Policy A5 would potentially include a demonstration project to showcase how sustainable, energy efficient housing can be developed in areas like Pennine Lancashire.	Reference could be made in Policies A4 and A6 to desirability of reusing existing buildings in the vicinity of the Leeds and Liverpool Canal	Policy A1: +/-
	Rural	0	0	0				Policy A2: 0 Policy A3: 0 Policy A4: 0 Policy A5: ? Policy A6: 0 Policy A7: 0 Policy A8: 0 Policy A9: 0
	Transboundary	0	0	0				

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To minimise waste, increase re-use and recycling	Urban	0	+	+	Medium	New development will always have an impact upon waste arisings but this is accepted as an inevitable impact and not one over which the Core Strategy has control. No specific waste management policies are included.		Policy A1: 0
	Rural	0	0	0				Policy A2: 0
	Transboundary	0	+	+				Policy A3: 0
To promote the use of more sustainable modes of transport	Urban	+	+	+	High	<p>The overall principle of concentrating the majority of development within the existing urban area of Accrington and its adjoining townships can be considered to be supportive of this Objective. New development would have access to public transport and walking and cycling routes, both existing and proposed, thus minimising dependence on the private car. It is important that new and enhanced walking and cycling routes connect residential areas with the town centre and employment sites within the town. Brookside Business Centre is close to residential areas and therefore accessible by public transport and active travel means. Development at Huncoat, although beyond the existing urban boundary, can still be considered to be a sustainably accessible location. Huncoat has a railway station and is connected to Accrington by bus services.</p> <p>Policy A2 states that land will be allocated for the development of a bus station which will help to ensure that bus and train services and properly integrated, thus promoting the use of more sustainable modes of transport.</p> <p>The development of the area surrounding the Leeds and Liverpool Canal (Policies A4 and A6) has the potential to improve sustainable transport links and could be a valuable transport network for pedestrians and cyclists.</p> <p>Construction of the Whinney Hill link road, although justifiable in terms of economic benefits and the relieving of congestion in the town centre, is incompatible with this Objective. From a sustainable transport perspective, alternatives should be considered based on public transport and walking / cycling access to the Huncoat area, although it is recognised that this would not address the issue of heavy goods vehicles passing through residential areas <i>en route</i> to the Whinney Hill site.</p> <p>Policy A7 seeks to ensure adequate provision of pedestrian and cycle-ways and improvements to the local railway station.</p>	Policy A1: +	
	Rural	0	0	0			Policy A2: +	
							Policy A3: +	
							Policy A4: +	
							Policy A5: +	
							Policy A6: +	
				Policy A7: +				
				Policy A8: +				
				Policy A9: -				

Policy Theme:

The Rural Areas

Policies:

RA1: The Amount and Distribution of Housing in Rural Areas

RA2: Historic Character and Identity

RA3: Protection and Development of Altham Business Park

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To reduce crime, disorder and fear of crime	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on levels of crime, disorder and fear of crime. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on educational attainment. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To improve physical and mental health for all and reduce health inequalities	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on health. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents	Urban	0	0	0	Medium	Policy RA1 states that new housing developments in rural areas will be limited to that needed to meet local needs. There is low demand for new housing in rural areas, but these policies do not prevent small scale development from occurring.	No mitigation measures are recommended.	Policy RA1: +
	Rural	+	+	+				Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: 0
To protect and enhance community spirit and cohesion	Urban	0	0	0	High	Inappropriate development in rural areas will not be permitted, thus maintaining the integrity of rural communities (Policies RA1, RA2 and RA3). Policy RA3 protects and allows for the enhancement of local employment which contributes to maintaining the rural community.	No mitigation measures are recommended.	All Policies: +
	Rural	+	+	+				
	Transboundary	0	0	0				
To improve access to basic goods, services and amenities for all groups	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on access to services. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To encourage sustainable economic growth and business development across the Borough	Urban	0	0	0	High	The bulk of economic activity is concentrated in the built-up area of Accrington. However, Altham Business Park is the most successful in the Borough and has several of the Borough's largest employers sited on it. Policy RA3 supports the protection and development of Altham Business Park, including a small scale extension into the Green Belt, providing that it is to allow existing occupiers to meet their business needs.	No mitigation measures are recommended.	Policy RA1: 0
	Rural	+	+	+				Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: +
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on skills and training. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0				
	Transboundary	0	0	0				

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)				
To encourage economic inclusion	Urban	0	0	0	Policy RA3 concerns the protection and development of Altham Business Park. This Business Park is the most successful in the Borough and has several of the Borough's largest employers sited on it. By allowing the Business Park to expand to allow existing occupiers to meet their business needs, Policy RA3 is supporting the local economy and employment opportunities for local people.	No mitigation measures are recommended.	Policy RA1: 0
	Rural	+	+	+			Policy RA2: 0
	Transboundary	0	0	0			Policy RA3: +
To deliver urban renaissance	Urban	0	0	0	The Rural Areas policies will not have an effect on urban renaissance. No effects are anticipated.	N/a	All Policies: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	Policies RA1 and RA2 seek to protect and enhance the character and heritage features of the Hyndburn countryside. This is an important amenity for local residents, contributes to a sense of place and is important for promoting the Borough. Policy RA3 concerns the protection and development of Altham Business Park and therefore contributes towards this objective.	No mitigation measures are recommended.	All Policies: +
	Rural	+	+	+			
	Transboundary	+	+	+			
To protect and enhance biodiversity	Urban	0	0	0	Policies RA1 and RA2 include provisions to protect biodiversity from inappropriate development in rural areas, though it is recognised that predicted levels of growth are very low. Policy RA3 includes support for a small scale extension to Altham Business Park into the Green Belt which may have a negative effect upon biodiversity. Impacts are anticipated to be greater in the short term, because of disruption due to construction.	Opportunities should be taken to protect biodiversity during any improvement works; this should include ecological surveys being undertaken prior to any works and the implementation of a CEMP.	Policy RA1: +
	Rural	+/-	+/-	+/-			Policy RA2: +
	Transboundary	0	0	0			Policy RA3: -
To protect and enhance the landscape and townscape character and quality	Urban	0	0	0	Policy RA2 seeks to protect the local character and identity. Policy RA3 includes support for a small scale extension to Altham Business Park into the Green Belt with a high quality landscape design. The development may have a negative effect with longer term neutral or positive impacts upon landscape. Impacts are anticipated to be greater in the short term, because of disruption due to construction.	Opportunities should be taken to minimise visual impact on the Green Belt; for example, screening, landscaping and considerate design. A cross reference could be made to the general provisions of Policy Env3 for consistency.	Policy RA1: 0
	Rural	+/-	+/-	+/-			Policy RA2: +/-
	Transboundary	0	0	0			Policy RA3: -
To protect and enhance the cultural heritage resource	Urban	0	0	0	Policy RA2 seeks to protect and enhance named heritage features in rural areas of Hyndburn.	No mitigation measures are recommended.	Policy RA1: 0
	Rural	++	++	++			Policy RA2: ++
	Transboundary	0	0	0			Policy RA3: 0
To protect and enhance the quality of water features and resources	Urban	0	0	0	Policy RA3 involves a limited extension of Altham Business Park onto a greenfield site and, as such, may have an effect upon water runoff/flooding. The development would be required to comply with Policy Env4 on the use of flood mitigation strategies including SuDS if appropriate. There could be a risk of water pollution during the construction period.	Implementation of a CEMP during the construction period should help to avoid water pollution.	Policy RA1: 0
	Rural	--	-	-			Policy RA2: 0
	Transboundary	0	0	0			Policy RA3: -

SA Objective	Scale of Effect				Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
	S/t (<5yrs)	M/t (5-10yrs)	L/t (>10yrs)					
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	0	0	0	Low	Policy RA3 involves a limited extension of Altham Business Park onto a greenfield site and, as such, would expose it to contamination. Risks of contamination would be greatest during the construction period.	Policy RA1: 0 Policy RA2: 0 Policy RA3: ?	
	Rural	?	?	?				
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	0	0	0	Low	Policies RA1 and RA3 involve building on greenfield sites and as such may have very minor and localised impacts upon runoff/flooding but these are not considered significant at this strategic level.	Policy RA1: 0 Policy RA2: 0 Policy RA3: 0	
	Rural	0	0	0				
	Transboundary	0	0	0				
To protect and improve air quality	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on air quality. No effects are anticipated.	All Policies: 0	
	Rural	0	0	0				
	Transboundary	0	0	0				
To increase energy efficiency and require the use of renewable energy sources	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on energy. No effects are anticipated.	All Policies: 0	
	Rural	0	0	0				
	Transboundary	0	0	0				
To ensure sustainable use of natural resources	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on the use of natural resources. No effects are anticipated.	All Policies: 0	
	Rural	0	0	0				
	Transboundary	0	0	0				
To minimise waste, increase re-use and recycling	Urban	0	0	0	N/a	The Rural Areas policies are unlikely to have an effect on waste. No effects are anticipated.	All Policies: 0	
	Rural	0	0	0				
	Transboundary	0	0	0				
To promote the use of more sustainable modes of transport	Urban	+	+	+	N/a	Policy RA3 provides for improved sustainable transport provision in the development of the Altham Business Park extension. Consideration of current transport availability and the need for additional provision should be part of this development, which would ensure transport issues are mitigated sufficiently.	Policy RA1: 0 Policy RA2: 0 Policy RA3: +	
	Rural	0	0	0				
	Transboundary	0	0	0				