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Hyndburn Borough Council

Sustainability Appraisal

Core Strategy

SA Report Addendum - Assessment of Significant Changes

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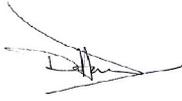


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SA Report Addendum - Assessment of Significant Changes

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Abbreviations

DPD	Development Plan Document
GVA	Gross Value Added
HMR	Housing Market Renewal
LDD	Local Development Document
LDF	Local Development Framework
LTP	Local Transport Plan
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SPD	Supplementary Planning Document
SuD	Sustainable Drainage System

1 Introduction

Hyndburn Borough Council (BC) is currently preparing its Local Development Framework (LDF) for the Borough, which will replace the Local Plan adopted in November 1996. The LDF comprises a suite of Development Plan Documents (DPDs) which outlines the key development goals.

A Core Strategy is required to be included as a DPD, setting out a framework for planning in the Borough up to 2026. As part of the development of the Draft Core Strategy, a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) was undertaken as detailed in the SA Report (Report Number 0020-NH50948-NHR-04). The term SA shall be used to refer to the combined SA/SEA for the remainder of this report.

A statutory public consultation has been undertaken on the Core Strategy (August 2010) Publication Edition. In accordance with Stage D SEA process, the SA Report was also consulted upon alongside the Core Strategy. As a result of this consultation process, several amendments have been made to the 'Publication Edition' to produce the 'Revised Publication Edition'. This SA Addendum report presents the assessment of significant changes made to produce the 'Revised Publication Edition of the Core Strategy'. It should be read in conjunction with the full SA Report.

2 Significant Changes Since Consultation

This section summarises the significant changes made to produce the 'Revised Publication Edition' of the Core Strategy.

There have been no significant changes made to the Vision for Hyndburn or the Balanced Development Strategy.

There were several changes made to the Thematic and Area Based Policies. These are summarised in Table 1. Some of these are not found to be significant and therefore no re-assessment has been undertaken. This is also indicated in Table 1.

Table 1 - Changes Made to Thematic and Area Based Policies

Policy	Title in August 2010 Publication Edition	Title in Revised Publication Edition	Significant Changes	Re-assessment Required?
Policy E1	Future Employment Provision	Future Employment Provision	Amendments to supporting text to require the strategic regional employment site to contribute to employment need and for employers to promote employment and training opportunities through Jobcentre Plus.	Yes
Policy E2	Protection, Modernisation and Development of Employment Sites	Protection, Modernisation and Development of Employment Sites	Amendments to supporting text to encourage re-use of mill buildings and old industrial buildings, ensure application for non-employment uses on employment land provide justification and a requirement for employment developers to promote training opportunities.	Yes
Policy ED1	New and improved education	New and improved educational facilities	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy H1	Housing Mix	Housing Mix	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy H2	Affordable Housing	Affordable Housing	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy H3	Gypsy and Traveller Provision	Gypsy and Traveller Provision	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy HC1	Green Space & facilities for walking / cycling	Green Space & facilities for walking / cycling	There has been an amendment to supporting text to strengthen green infrastructure requirements to ensure new green space networks complement the green infrastructure network.	Yes
Policy HC2	Leisure and Health	Leisure, Health and Culture	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy HC3	The Design of Residential Roads	The Design of Residential Roads	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy HC4	Not applicable	Community Benefit/Planning Obligations	This is a new policy regarding Community Benefits and Planning Obligations.	Yes
Policy Env1	Green Infrastructure	Green Infrastructure	There has been an amendment to supporting text which notes significant green infrastructure resources and the need to include opportunities for linkages and enhancements in Site Allocations and DPDs.	Yes
Policy Env2	Natural Environment Enhancement	Natural Environment Enhancement	There has been an amendment to supporting text noting natural environmental resources and key habitats in the Borough which are being identified to determine locations where biodiversity value and linkages could be enhanced.	Yes
Policy Env3	Landscape Character	Landscape Character	There has been an amendment to the policy and supporting text to require landscape character to be protected and enhanced by maintaining consistency of building materials, details and design. Additional detail on the landscape character areas and features of note in the Borough is also included.	Yes
Policy Env4	Sustainable Development & Climate Change	Sustainable Development & Climate Change	There have been many amendments to the policy and supporting text to include sustainable waste management, energy, environmental requirements, sustainable drainage, green space and habitat enhancements. This policy now also includes the requirement which was part of Policy Env6 to encourage new development to take place on historic mining and industrial sites and	Yes

Policy	Title in August 2010 Publication Edition	Title in Revised Publication Edition	Significant Changes	Re-assessment Required?
			that the appropriate risks associated with doing so are taken into account.	
Policy Env5	Renewable Energy	Renewable Energy	Inclusion of the need to avoid negative impacts, before mitigating impacts from renewable energy schemes.	Yes
Policy Env6	High Quality Design	High Quality Design	There has been some rearrangement of supporting text and the inclusion of some specific examples of townscape character. Text relating to coal mining has been moved into Policy Env4.	Yes
Policy Env7	Environmental Amenity	Environmental Amenity	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy T1	Improving Connectivity	Improving Connectivity	There has been an amendment to the policy and supporting text to promote mobility and access for all, to avoid severance and contribute to healthy lifestyles whilst considering equality issues.	Yes
Policy T2	Cycle and Footpath Networks	Cycle and Footpath Networks	There has been an amendment to the supporting text to ensure developments which link into existing cycle and pedestrian networks complement green infrastructure networks. Insertion of new requirement for transport and travel plans for developments.	Yes
Policy T3	Motorway and Trunk Road Improvements	Motorway and Trunk Road Improvements	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy A1	Amount & Distribution of Housing in Accrington	Amount & Distribution of Housing in Accrington	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy A2	Accrington Town Centre	Accrington Town Centre	There has been an amendment to the supporting text to include reference to the Accrington Area Action Plan requirements for a new bus station and the Pennine Reach High Quality Bus Scheme which will improve linkages. This was previously part of Policy A4.	Yes
Policy A3	Development of Local Centres in Accrington	Development of Local Centres in Accrington	This policy has been combined with original policy A6 to ensure that new development does not have detrimental effects on the economic viability of Oswaldtwistle and Accrington.	Yes
Policy A4	Accrington Bus Station	The Leeds and Liverpool Canal in Church	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy A5	The Leeds and Liverpool Canal in Church	Brookside Business Centre	The original policy relating to Leeds and Liverpool Canal in Church has been renumbered to Policy A4. The policy relating to Brookside Business Centre was previously Policy A7. There has been the addition of a need to involve local community and statutory consultees in development of a Supplementary Planning Document. No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy A6	Oswaldtwistle Mills	The Leeds & Liverpool Canal in Clayton-le-moors	The original policy relating to Oswaldtwistle Mills has been combined with Policy A2. There are no significant changes to the text for the policy relating to Leeds and Liverpool Canal in Clayton-le-moors.	No
Policy A7	Brookside Business Centre	Housing in Huncoat	The original Policy A7 has been renumbered as Policy A5. Text relating to Huncoat which was previously part of Policy A8 has been separated into this new Policy A7 for housing in Huncoat.	Yes
Policy A8	The Leeds & Liverpool Canal in Clayton-le-moors	Strategic Employment Site in Huncoat	The original Policy A8 has been renumbered to become Policy A6. The policy relating to Strategic Employment in Huncoat has been amended to	Yes

Policy	Title in August 2010 Publication Edition	Title in Revised Publication Edition	Significant Changes	Re-assessment Required?
			include a requirement for strategic employment site at Huncoat to deliver high landscaping quality to enhance the natural environment, green infrastructure and improve public transport links.	
Policy A9	Strategic Employment Site in Huncoat	Whinney Hill Link Road Great Harwood	The original Policy A9 has been renumbered to become Policy A8. The Whinney Hill Link Road policy has been amended to include the need for Whinney Hill Link Road to secure conservation and enhancement of the wider natural environment.	Yes
Policy A10	Whinney Hill Link Road Great Harwood		The original Policy A10 has been renumbered to become Policy A9.	No
Policy GH1	Housing in Great Harwood	Housing in Great Harwood	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy GH2	Great Harwood Town Centre	Great Harwood Town Centre	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy R1	Housing in Rishton	Housing in Rishton	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy R2	Rishton Centre	Rishton Local Centre	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy R3	The Leeds and Liverpool Canal in Rishton	The Leeds and Liverpool Canal in Rishton	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy KW1	Strategic Employment Site at Whitebirk	Strategic Employment Site at Whitebirk	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy RA1	Amount and Distribution of Housing in Rural Areas	Amount and Distribution of Housing in Rural Areas	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy RA2	Historic Character and Identity	Historic Character and Identity	No significant changes were made to this policy which would affect the achievement of the SA objectives.	No
Policy RA3	Protection and development of Altham Business Park	Protection and development of Altham Business Park	There has been amendment to supporting text to include reference to green belt boundary changes and the need to provide high quality design and improved sustainable transport provision.	Yes

3 Assessment of Significant Changes

The policies contained in Table 2 have all been subject to a level of reassessment through the SA. Commentary is provided on each and the overall impact this has had on the sustainability of the Core Strategy. Where the change has required, amendments to the matrices contained in the SA Report have been made and are included in Appendix A. The amendments are shown in track-changes.

The changes are generally quite minor, although some do contribute to slight improvements against the achievement of some objectives.

Some of the amendments made have addressed some of the recommendations made in the SA Report. Tables 3 and 4 show where recommendations have been addressed.

Table 2 - Assessment of Significant Changes to Thematic and Area Based Policies

Policy	Title in Revised Publication Edition	Significant Changes	Sustainability Comments
Policy E1	Future Employment Provision	Amendments to supporting text to require the strategic regional employment site to contribute to employment need and for employers to promote employment and training opportunities through Jobcentre Plus.	This change was made as a result of the recommendations from the SA Report. Policy E1 positively improving training and skills. This change has strengthened the potential for training opportunities to be made available to benefit the area and surrounding Boroughs.
Policy E2	Protection, Modernisation and Development of Employment Sites	Amendments to supporting text to encourage re-use of mill buildings and old industrial buildings, ensure application for non-employment uses on employment land provide justification and a requirement for employment developers to promote training opportunities.	Policy E2 now positively contributes towards creating skills and training opportunities. The addition of the requirement to reuse mill buildings will ensure that structures of heritage interest are maintained and brought back into productive use. This will ensure the Core Strategy positively influences the objective to protect and enhance cultural heritage resources.
Policy HC1	Green Space & facilities for walking / cycling	There has been an amendment to supporting text to strengthen green infrastructure requirements to ensure new green space networks complement the green infrastructure network.	The inclusion of this element compliments Policies Env1 and Env4 and strengthens the likelihood that the multifunction benefits of green infrastructure are realised. This has improved the score of Policy HC1 against the objective to protect and enhance biodiversity.
Policy HC4	Community Benefit/Planning Obligations	This is a new policy regarding Community Benefits and Planning Obligations.	This policy has now been included in the Health assessment matrix. This policy will seek to secure many of the health, leisure and educational needs of the area through planning obligations, facilities which will contribute to the achievement of other objectives as relevant. It is recommended that consideration is given to the need for each type of infrastructure in Policy HC4 to ensure appropriate facilities are provided through obligations.
Policy Env1	Green Infrastructure	There has been an amendment to supporting text which notes significant green infrastructure resources and the need to include opportunities for linkages and enhancements in Site Allocations and DPDs.	This change will ensure that existing green infrastructure is seen as valuable and may afford a level of protection against future development. This change does not amend any of the assessment scores for this policy.
Policy Env2	Natural Environment Enhancement	There has been an amendment to supporting text noting natural environmental resources and key habitats in the Borough which are being identified to determine locations where biodiversity value and linkages could be enhanced.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Environment assessment matrix.
Policy Env3	Landscape Character	There has been an amendment to the policy and supporting text to require landscape character to be protected and enhanced by maintaining consistency of building materials, details and design.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Environment assessment matrix.

Policy	Title in Revised Publication Edition	Significant Changes	Sustainability Comments
		Additional detail on the landscape character areas and features of note in the Borough is also included.	
Policy Env4	Sustainable Development & Climate Change	There have been many amendments to the policy and supporting text to include sustainable waste management, energy, environmental requirements, sustainable drainage, green space and habitat enhancements. This policy now also includes the requirement which was part of Policy Env6 to encourage new development to take place on historic mining and industrial sites and that the appropriate risks associated with doing so are taken into account.	The addition of the need for sustainable waste management facilities and some clarification on renewable energy has addressed some of the recommendations made on this policy. This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Environment assessment matrix.
Policy Env5	Renewable Energy	Inclusion of the need to avoid negative impacts, before mitigating impacts from renewable energy schemes.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Environment assessment matrix.
Policy Env6	High Quality Design	There has been some rearrangement of supporting text and the inclusion of some specific examples of townscape character. Text relating to coal mining has been moved into Policy Env4.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Environment assessment matrix.
Policy T1	Improving Connectivity	There has been an amendment to the policy and supporting text to promote mobility and access for all, to avoid severance and contribute to healthy lifestyles whilst considering equality issues.	The policy rewording has been strengthened with the inclusion of the contribution to promoting healthy lifestyles, equality, mobility and access for all.
Policy T2	Cycle and Footpath Networks	There has been an amendment to the supporting text to ensure developments which link into existing cycle and pedestrian networks complement green infrastructure networks. Insertion of new requirement for transport and travel plans for developments.	This change does not amend any of the assessment scores for this policy, as the policy already contributes to the protection of biodiversity. There have been some minor text amendments to the assessment contained in the Accessibility assessment matrix.
Policy A2	Accrington Town Centre	There has been an amendment to the supporting text to include reference to the Accrington Area Action Plan requirements for a new bus station and the Pennine Reach High Quality Bus Scheme which will improve linkages. This was previously part of Policy A4.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Towns, Townships and Other Settlements assessment matrix.
Policy A3	Development of Local Centres in Accrington	This policy has been combined with original policy A6 to ensure that new development does not have detrimental effects on the economic viability of Oswaldtwistle and Accrington.	This change does not amend any of the assessment scores for this policy, but there has been some minor text amendments to the assessment contained in the Towns, Townships and Other Settlements assessment matrix.
Policy A7	Housing in Huncoat	The original Policy A7 has been renumbered as Policy A5. Text relating to Huncoat which was previously part of Policy A8 has been separated into this new Policy A7 for housing in Huncoat.	This policy has now been included in the Towns, Townships and Other Settlements assessment matrix. It generally supports the objective by encouraging the redevelopment of a brownfield site to provide housing. There could be a potential conflict on existing community relations in the area, but could bring about some transport related benefits through consideration of this in relation to the planned strategic employment site. Consideration of landscape issues should also take into account the conservation of the industrial

Policy	Title in Revised Publication Edition	Significant Changes	Sustainability Comments
			landscape of the area.
Policy A8	Strategic Employment Site in Huncoat	The original Policy A8 has been renumbered to become Policy A6. The policy relating to Strategic Employment in Huncoat has been amended to include a requirement for strategic employment site at Huncoat to deliver high landscaping quality to enhance the natural environment, green infrastructure and improve public transport links.	This change may ensure that the landscape and biodiversity impacts associated with development are reduced. There may be some negative and some positive impacts as a result of the policy.
Policy A9	Whinney Hill Link Road Great Harwood	The original Policy A9 has been renumbered to become Policy A8. The Whinney Hill Link Road policy has been amended to include the need for Whinney Hill Link Road to secure conservation and enhancement of the wider natural environment.	This change may ensure that the landscape and biodiversity impacts associated with development are reduced. There may be some negative and some positive impacts as a result of the policy.
Policy RA3	Protection and development of Altham Business Park	There has been amendment to supporting text to include reference to green belt boundary changes and the need to provide high quality design and improved sustainable transport provision.	The change will ensure that landscape issues are considered and that the policy is supportive of the objective to promote sustainable transport modes.

Table 3 - Recommendations for Thematic Policies which have been incorporated from the SA Report

Broad Sustainability Topic	Mitigation Measure / Recommendation
Environment	<p>Appropriate ecological assessment will be required prior to development at Whitebirk and Huncoat.</p> <p>All development should be encouraged to consider the provision of green infrastructure, as described in Policy Env1.</p> <p>Policies T2 and HC1 could specify the need for new green space to contribute positively to biodiversity as part of its 'multi-functional' value. New green links should be connected to the green infrastructure network rather than existing in isolation. A link could be made between Policies HC1 and Env4 on the multi-functional role of green links. This recommendation has now been incorporated into the Core Strategy.</p> <p>Support could be specified within Policy Env1 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. Similarly, wildlife corridors could be explicitly mentioned in Policy Env2. Key wildlife corridors are now explicitly mentioned in Policy Env2.</p> <p>Opportunities for the re-use of the old mill buildings could be considered through Policy E2 and its accompanying text. In addition, a link to the design policy should be made in relation to the protection of heritage and local character. This recommendation has been partially incorporated. There is still room for improvement of Policy E2 with inclusion of a general statement to protect local heritage and character within employment sites.</p> <p>The Core Strategy could provide an additional level of protection for heritage buildings and/or set out under what conditions the Council will accept change to their fabric, as well as their setting (currently mentioned within Policy Env6). Policy Env3 could contain reference to the value of historic landscape within the Borough.</p> <p>Consultation with the EA should be conducted prior to development, in relation to potential flood risk etc.</p> <p>Consultation with United Utilities should take place (particularly housing), in relation to potential pressure upon water resources.</p> <p>All development should be encouraged to consider the use of Sustainable Drainage Systems (SuDS), as explained in Policy Env4. New Greenfield developments should implement strong pollution control measures and SuDS as required in Policies Env4 and Env7.</p> <p>All developments need to consider the potential for contaminated land and implement remediation measures if necessary. This could be brought out in Policy Env6 and its accompanying text.</p> <p>Before the Regional Employment Site is developed, further discussion should occur with the Highways Agency and the local Environmental Health Office to ensure that potential air quality impacts are assessed and suitably mitigated.</p> <p>Air quality monitoring should take place where there is uncertainty over potential changes as a result of development.</p> <p>New housing should be provided with facilities to support sustainable waste management, e.g. recycling storage. Policy Env4 could include a recommendation for the design of new development to consider sustainable waste management and provide facilities as appropriate. This recommendation has now been incorporated in the Core Strategy.</p> <p>Policy Env4 could clarify the position of the Council on the installation of micro-renewable technology to existing buildings.</p>
Housing	No recommendations.
Economy	<p>The text relating to Policies E1 and E2 could be strengthened to promote training opportunities on new employment sites, e.g. through a link to the Education theme. This recommendation has now been incorporated into the Core Strategy.</p>
Transport and Access	<p>Potential traffic implications as a result of development at Whitebirk and Huncoat should be fully assessed and monitored.</p> <p>The supporting text to the education policy could include links to the Lancashire Local Transport Plan (LTP3). Policy T2 now incorporates a requirement for developers to prepare and promote the use of green travel plans.</p> <p>New walking / cycling routes should be appropriately lit and incorporate safety by design principles. Requirements for walking/cycling facilities could be extended to existing areas to significantly improve the</p>

	<p>performance against this SA Objective. Reference to elements within the Lancashire LTP3 would help to support such initiatives.</p> <p>Reference could be made to active travel proposals in the Lancashire LTP3 in Policy HC1 and Env1.</p> <p>Policy HC3 could go further by aspiring to extending 20mph speed limits, and possibly shared surfaces, to existing residential areas, not only new developments.</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. Hyndburn BC should ensure that scheme options and designs are developed to minimise adverse environmental, amenity and health impacts in line with other policies.</p> <p>The accessibility policies could contain a requirement for transport improvements not to cause community severance, and could reiterate the need to ensure improved mobility and access for all groups, in order to improve performance against equality and diversity targets. This recommendation has been incorporated into Policy T1.</p> <p>The Core Strategy could include a statement of principle that supports sustainable transport over the private car.</p> <p>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).</p>
Social	<p>Development at Huncoat should be designed to integrate well with existing communities in the area and to prevent potential sprawl. This could include the provision of shared community facilities and public open spaces as part of new development.</p> <p>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.</p> <p>Allotments and sports pitches could be specified under sports and recreation facilities in Policy HC2.</p>

Table 4 - Recommendations on Area Based Policies

Broad Sustainability Topic	Mitigation Measure / Recommendation
Environment	<p>Opportunities should be taken to protect and enhance biodiversity during any development works, to ensure no net loss of habitat value. [This has been partially incorporated into Policy A7]. This should include ecological surveys being undertaken, where appropriate, prior to any works and the implementation of a Construction Environmental Management Plan (CEMP).</p> <p>The Supplementary Planning Document (SPD) relating to the Brookside Business Centre should contain clear provisions to ensure biodiversity protection and enhancement.</p> <p>Opportunities should be taken to minimise visual impact; for example, screening, landscaping and considerate design.</p> <p>Cross references could be made to the general provisions of Policy Env3, for consistency.</p> <p>Reference could be made in Policies A4 and A6 to desirability of reusing existing buildings in the vicinity of the Leeds and Liverpool Canal.</p> <p>Appropriate environmental mitigation (and if required appropriate air quality assessments) must be developed to avoid adverse impacts as a result of the Whinney Hill Link Road. Opportunities to promote public transport links should be sought if possible.</p> <p>Opportunities should be taken to protect and enhance the quality of the water environment during any development works. The implementation of a CEMP during construction phase should help to avoid water pollution. Where necessary, e.g. in relation to development upon Greenfield land, SuDS should be incorporated into the design to address water runoff.</p> <p>Cross references could be made to Policy Env4, in relation to potential flood risk, sustainable design principles, energy efficiency and sustainable use of natural resources.</p> <p>Opportunities should be explored to open culverts as part of redevelopment options.</p> <p>It is essential that sustainable development principles underpin the development at Huncoat in order to mitigate the adverse impacts of developing on a greenfield site.</p> <p>The Regional Employment Site at Whitebirk should be developed in accordance with Policy Env6,</p>

	<p>requiring use of <i>Secure by Design</i> principles.</p> <p>Implementation of a CEMP during the construction period of developments, particularly within Greenfield land, should help to avoid contamination.</p>
Housing	<p>Policy A1 could contain a reference to the need for a proportion of new housing to meet accessibility standards, such as Lifetime Homes.</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 specifically.</p>
Economy	<p>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. For example, the accompanying text to Policy KW1 could refer to a requirement for businesses to develop on-the-job training.</p>
Transport and Access	<p>The value of the Leeds and Liverpool Canal towpath as a route for walking and cycling could be emphasised.</p> <p>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 and employment areas, as well as to Accrington town centre.</p> <p>Allocation of specific sites for housing in Great Harwood should ensure that new sites are able to make use of sustainable transport options.</p> <p>Links could be made between Policy R3 and those on green infrastructure and active travel (Policies HC1, Env1 and T2).</p> <p>It should be ensured that a range of sustainable transport measures are taken forward alongside the provisions of Policy KW1.</p>
Social	<p>No recommendations.</p>

4 Summary

The initial SA Report identified that many of the sustainability issues for the Borough would be addressed by the thematic and area based policies. The policies on the whole are comprehensive with only a few potential negative effects identified. The amendments made to the Core Strategy have improved the sustainability of the plan in several areas.

The changes have generally strengthened cross-referencing of some aspects between policies to ensure the key themes of sustainable transport, green infrastructure and environmental protection are continued throughout Core Strategy.

As there has been no major change to the direction of the Core Strategy, it is considered that there will be no further cumulative impacts than those reported in Section 7.9 of the SA Report.

It is also considered that the changes reported in this addendum report will not affect the monitoring strategy set out in the SA Report.

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. However, as the location is currently separate to other urban areas within the Borough, there could be implications for community spirit as a result of potential sprawl and coalescence	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		with Accrington. These impacts are presently uncertain. 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	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 encourage sustainable economic growth and business development across the Borough	Urban	+	++	++	High	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. 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	+	+	Low	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 may be provided are required to be provided as part of new employment development, although no specific provisions are made in this theme for training or skills programmes. Transboundary impacts could are likely to be realised as the Core Strategy seeks to encourage developers of major employment sites to promote skills and training opportunities. if skills and training opportunities are provided for residents of neighbouring boroughs, particularly through the new Whitebirk development site.	No mitigation measures are recommended. Links could be made in the accompanying text to the need to promote training opportunities on new employment sites, as indicated under the Education theme.	Policy E1: + Policy E2: ? +
	Rural	0	+	+				
	Transboundary	0	+	+				
To encourage economic inclusion	Urban	+	+	+	High	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	No mitigation measures are recommended. Inclusion could be promoted	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	+	+	High	<p>the Regional Employment Site at Whitebirk will provide many jobs for Hyndburn residents.</p> <p>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.</p> <p>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.</p> <p>It is anticipated that benefits would be greatest in the long-term as more development becomes established in the Borough, and training opportunities increase.</p>	<p>if local training schemes such as those recommended above are in place.</p>	Policy E2: +																																																																																									
	Transboundary	0	0	0					To deliver urban renaissance	Urban	+	+	+++	High	<p>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).</p> <p>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. 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.</p>	No mitigation measures are recommended.	Policy E1: +		Rural	0	0	0	Policy E2: ++		Transboundary	0	0	0		To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	High	<p>Ensuring an adequate supply of employment sites is vital for maintaining economic growth, which underpins the quality of life in the Borough.</p> <p>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.</p>	<p>Policies Env2, Env3, Env6 and A9 provide safeguards for the environmental quality of the Huncoat area.</p> <p>Compensatory Green Belt designation could be considered.</p>	Policy E1: +		Rural	+/-	+/-	+/-	Policy E2: +		Transboundary	0	0	0		To protect and enhance biodiversity	Urban	0	?	?	Medium	<p>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.</p> <p>However, the creation of new employment sites on greenfield land at both Whitebirk and Huncoat, and the expansion of Altham Business Park, all supported by Policy E1, could lead to potentially adverse impacts upon wildlife. Effects will be dependent upon the biodiversity value of the particular sites.</p> <p>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.</p>	<p>Policy Env2 acts as mitigation for potentially adverse impacts of employment –related developments.</p> <p>Ecological assessment will be required prior to development at Whitebirk and Huncoat.</p>	Policy E1: ?		Rural	+/-	+/-	+/-	Policy E2: +/-		Transboundary	0	0	0		To protect and enhance the landscape and townscape character and quality	Urban	+	+	+	High	<p>Commercial regeneration initiatives in Accrington, as supported by Policy E2 would have a positive impact upon the townscape, through high build quality and environmental improvements.</p> <p>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.</p>	<p>Policy Env3 acts as mitigation for potentially adverse visual impacts of employment –related developments.</p>	Policy E1: +/-		Rural	+/-	+/-	+/-	Policy E2: +		Transboundary	0	0	0		To protect and enhance the cultural	Urban	+0	+0	+0
To deliver urban renaissance	Urban	+	+	+++	High	<p>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).</p> <p>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. 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.</p>	No mitigation measures are recommended.	Policy E1: +																																																																																									
	Rural	0	0	0				Policy E2: ++																																																																																									
	Transboundary	0	0	0																																																																																													
To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	High	<p>Ensuring an adequate supply of employment sites is vital for maintaining economic growth, which underpins the quality of life in the Borough.</p> <p>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.</p>	<p>Policies Env2, Env3, Env6 and A9 provide safeguards for the environmental quality of the Huncoat area.</p> <p>Compensatory Green Belt designation could be considered.</p>	Policy E1: +																																																																																									
	Rural	+/-	+/-	+/-				Policy E2: +																																																																																									
	Transboundary	0	0	0																																																																																													
To protect and enhance biodiversity	Urban	0	?	?	Medium	<p>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.</p> <p>However, the creation of new employment sites on greenfield land at both Whitebirk and Huncoat, and the expansion of Altham Business Park, all supported by Policy E1, could lead to potentially adverse impacts upon wildlife. Effects will be dependent upon the biodiversity value of the particular sites.</p> <p>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.</p>	<p>Policy Env2 acts as mitigation for potentially adverse impacts of employment –related developments.</p> <p>Ecological assessment will be required prior to development at Whitebirk and Huncoat.</p>	Policy E1: ?																																																																																									
	Rural	+/-	+/-	+/-				Policy E2: +/-																																																																																									
	Transboundary	0	0	0																																																																																													
To protect and enhance the landscape and townscape character and quality	Urban	+	+	+	High	<p>Commercial regeneration initiatives in Accrington, as supported by Policy E2 would have a positive impact upon the townscape, through high build quality and environmental improvements.</p> <p>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.</p>	<p>Policy Env3 acts as mitigation for potentially adverse visual impacts of employment –related developments.</p>	Policy E1: +/-																																																																																									
	Rural	+/-	+/-	+/-				Policy E2: +																																																																																									
	Transboundary	0	0	0																																																																																													
To protect and enhance the cultural	Urban	+0	+0	+0	N/a	Commercial and/or industrial uses provide a potential means of bringing disused mill buildings back into	No mitigation measures	All Policies: 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)				
heritage resource	Rural	0	0	0		productive use and Policy E2 positively encourages this. These structures 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.	are recommended. Mention could be made of the opportunity to re-use old mill buildings in Policy E2 and its accompanying text.	
	Transboundary	0	0	0				
To protect and enhance the quality of water features and resources	Urban	0	+/-	+/-	Medium	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Consultation with the EA should be conducted prior to development.</p> <p>All development should be encouraged to consider the use of Sustainable Drainage Systems (SuDS), as explained in Policy Env4.</p>	<p>Policy E1: +/-</p> <p>Policy E2: +/-</p>
	Rural	0	-	-				
	Transboundary	0	0	?				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	++	++	++	High	<p>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. 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.</p> <p>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.</p>	<p>All developments need to consider the potential for contaminated land and implement remediation measures if necessary.</p> <p>New greenfield developments should implement strong pollution control measures and SuDS as required in Policies Env4 and Env7.</p>	<p>Policy E1: -</p> <p>Policy E2: ++</p>
	Rural	-	-	-				
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	-	-	-	Medium	<p>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.</p> <p>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.</p> <p>Greenfield developments at Whitebirk and Huncoat may locally increase flood risk, although these areas are not within floodplain identified by the EA.</p>	<p>Mitigation is already proposed within Policy Env4.</p>	<p>Policy E1: -</p> <p>Policy E2: -</p>
	Rural	0	0	0				
	Transboundary	0	0	0				
To protect and improve air quality	Urban	-	-	-	Medium	<p>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 Darwen.</p> <p>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.</p>	<p>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.</p>	<p>Policy E1: -</p> <p>Policy E2: -</p>
	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	-	-			Air quality monitoring should take place where there is uncertainty over potential changes as a result of development.	
To increase energy efficiency and require the use of renewable energy sources	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 ensure sustainable use of natural resources	Urban	+/-	+/-	+/-	Medium	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 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: +/-
	Rural	+/-	+/-	+/-				
	Transboundary	0	0	0				
To minimise waste, increase re-use and recycling	Urban	0	0	0	N/a	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
	Rural	0	0	0				
	Transboundary	0	0	0				
To promote the use of more sustainable modes of transport	Urban	+	+	+	High	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 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: +
	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 within the Health theme 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.	All Policies: 0
	Rural	0	0	0				Policy HC1: 0
	Transboundary	0	0	0				Policy HC2: 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 been removed from 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 needs.	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	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 protect and enhance community spirit and cohesion	Urban	+	+	+	High	<p>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.</p> <p>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.</p> <p>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.</p> <p>The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.</p>	<p>Policy HC3 could go further by aspiring to extending 20mph speed limits, and possibly shared surfaces, to existing residential areas, not only new developments.</p>	<p>Policy HC1: +</p> <p>Policy HC2: +</p> <p>Policy HC3: +</p> <p>Policy HC4: +</p>
	Rural	0	0	0				
	Transboundary	0	0	0				
To improve access to basic goods, services and amenities for all groups	Urban	0	+	+	Low	<p>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.</p> <p>The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.</p>	No mitigation measures are recommended.	<p>Policy HC1: +</p> <p>Policy HC2: +</p> <p>Policy HC3: 0</p> <p>Policy HC4: +</p>
	Rural	0	0	0				
	Transboundary	0	0	0				
To encourage sustainable economic growth and business development across the Borough	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 develop the skills and training needed to establish and maintain a healthy labour market	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 encourage economic inclusion	Urban	0	0	0	N/a	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	+	++	High	<p>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.</p> <p>Policy HC2 supports the creation of new leisure or recreational developments, although no specific schemes are proposed.</p> <p>The addition of policy HC4 will positively contribute to appropriate facilities being secured through planning obligations.</p>	<p>It is recommended that consideration is given to the need for each type of infrastructure in Policy HC4 to ensure appropriate facilities are provided through obligations. No mitigation measures are recommended.</p>	<p>Policy HC1: ++</p> <p>Policy HC2: +</p> <p>Policy HC3: 0</p> <p>Policy HC4: +</p>
	Rural	0	0	0				
	Transboundary	0	0	0				
To develop and market the Borough	Urban	0	+	+	Low	There may be some indirect benefits against this SA Objective as a result of new leisure and recreation	No mitigation measures are	Policy HC1: +

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)				
as a place to live, work and do business	Rural	0	0	0		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.	recommended.	Policy HC2: + Policy HC3: 0 Policy HC4: +
	Transboundary	0	0	0				
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. However, in isolation new units are likely to be relatively small and would therefore have a limited impact. It is therefore important that 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 could specify the need for new green space to contribute positively to biodiversity as part of its 'multi-functional' value. New green links should be connected to the green infrastructure network rather than existing in isolation.	Policy HC1: ++ Policy HC2: 0 Policy HC3: 0 Policy HC4: 0
	Rural	0	0	0				
	Transboundary	0	0	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: + Policy HC2: 0 Policy HC3: 0 Policy HC4: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To protect and enhance the cultural heritage resource	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 protect and enhance the quality of water features and 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 guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	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 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. A link could be made between Policies HC1 and Env4 on the multi-functional role of	Policy HC1: + Policy HC2: 0 Policy HC3: 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)				
							green links.	Policy HC4: 0
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.	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	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: + Policy HC2: 0 Policy HC3: 0 Policy HC4: +
	Rural	0	0	0				
	Transboundary	0	0	0				

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	0				Policy Env3: 0
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	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	0				Policy Env5: 0
	Transboundary	0	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: 0
	Rural	+	+	++				Policy Env1: ++
	Transboundary	0	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
								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: - Policy Env4: +/- Policy Env5: 0 Policy Env6: + Policy Env7: 0
	Transboundary	0	0	0				
To protect and enhance community spirit and cohesion	Urban	+	+	+	Low	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 Env1: + Policy Env2: + Policy Env3: + Policy Env4: 0 Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
	Rural	+	+	+				
	Transboundary	0	0	0				
To improve access to basic goods, services and amenities for all groups	Urban	+	+	+	Medium	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 Env1: + Policy Env2: + Policy Env3: + Policy Env4: 0 Policy Env5: 0 Policy Env6: 0 Policy Env7: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To encourage sustainable economic growth and business development across the Borough	Urban	0	+	+	Low	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: + Policy Env2: +/- Policy Env3: +/- Policy Env4: +/- Policy Env5: 0 Policy Env6: + Policy Env7: 0
	Rural	+/-	+/-	+/-				
	Transboundary	0	0	0				
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	0	0	N/a	Policies within the Environment 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	N/a	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	<p>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.</p> <p>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.</p> <p>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.</p>	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	<p>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.</p> <p>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.</p>	No mitigation measures are recommended.	Policy Env4: ++
	Rural	+	+	+				Policy Env5: +
	Transboundary	0	0	0				Policy Env6: ++
To protect and enhance biodiversity	Urban	+	+	+	High	<p>New green infrastructure provides opportunities to enhance the urban and suburban environment for wildlife. Currently the main emphasis is on delivering socio-economic benefits, such as supporting healthy lifestyles and contributing to overall regeneration as well as support for – These are rightly recognised, but support for enhancements for nature and biodiversity could also be indicated. 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 – These are rightly recognised, but support for enhancements for nature and biodiversity could also be indicated.</p> <p>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, although this could be highlighted more obviously. 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.</p> <p>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.</p>	<p>Support could be specified within Policy Env1 could be strengthened by identifying measures for the 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. Support could be specified within Policy Env1 could be strengthened by identifying measures for the 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.</p> <p>Similarly, wildlife corridors could be explicitly mentioned in Policy Env2. Similarly, wildlife corridors could be explicitly mentioned in Policy Env2.</p>	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	<p>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.</p> <p>Policy Env6 includes provisions to ensure that new development meets high design standards including maintaining and enhancing townscape and local distinctiveness.</p> <p>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.</p>	No mitigation measures are recommended.	Policy Env3: 0
	Rural	++	++	++				Policy Env4: 0
	Transboundary	0	0	0				Policy Env5: 0
								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)				
To protect and enhance the cultural heritage resource	Urban	+	+	+	Medium	<p>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 in the planning process.</p> <p>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.</p>	<p>The Core Strategy could provide an additional level of protection for heritage buildings and/or set out under what conditions the Council will accept change to their fabric, as well as their setting (currently mentioned within Policy Env6).</p> <p>Mention could be made of the historic landscape in Policy Env3.</p>	<p>Policy Env1: 0</p> <p>Policy Env2: +</p> <p>Policy Env3: +</p> <p>Policy Env4: 0</p> <p>Policy Env5: 0</p> <p>Policy Env6: +</p> <p>Policy Env7: 0</p>
	Rural	+	+	+				
	Transboundary	0	0	0				
To protect and enhance the quality of water features and resources	Urban	+	+	+	High	<p>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.</p> <p>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.</p>	<p>No mitigation measures are recommended.</p>	<p>Policy Env1: +</p> <p>Policy Env2: +</p> <p>Policy Env3: 0</p> <p>Policy Env4: +</p> <p>Policy Env5: 0</p> <p>Policy Env6: 0</p> <p>Policy Env7: 0</p>
	Rural	+	+	+				
	Transboundary	0	0	0				
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	+	+	+	High	<p>Policy Env6 requires new development to promote the re-use of derelict and under-used sites.</p>	<p>Policy Env6 and its accompanying text could identify the need for suitable remediation when developing contaminated sites.</p>	<p>Policy Env1: 0</p> <p>Policy Env2: 0</p> <p>Policy Env3: 0</p> <p>Policy Env4: 0</p> <p>Policy Env5: 0</p> <p>Policy Env6: +</p> <p>Policy Env7: 0</p>
	Rural	0	0	0				
	Transboundary	0	0	0				
To limit and adapt to climate change	Urban	+	++	++	High	<p>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.</p> <p>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.</p>	<p>Policy Env4 could clarify the position of the Council on the installation of micro-renewable technology to existing buildings.</p>	<p>Policy Env1: +</p> <p>Policy Env2: 0</p> <p>Policy Env3: 0</p> <p>Policy Env4: ++</p> <p>Policy Env5: +</p> <p>Policy Env6: 0</p> <p>Policy Env7: 0</p>
	Rural	+	+	+				
	Transboundary	0	0	0				
To protect and improve air quality	Urban	+	+	+	High	<p>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.</p>	<p>No mitigation measures are recommended.</p>	<p>Policy Env1: +</p> <p>Policy Env2: 0</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		Green infrastructure, especially street trees as identified within Policy Env1, can help to mitigate poor air quality in urban areas.		Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0	
	Transboundary	0	0	0					
To increase energy efficiency and require the use of renewable energy sources	Urban	+	++	++	Medium	Policy Env4 contains a range of sustainable design techniques and technologies that are encouraged for use in new developments. These include designing for solar gain, the use of insulation and the provision of on-site renewable energy, u, where appropriate unless these can be proved to be unviable or unsuitable. The latter could be more clearly defined in terms of any requirement for on-site renewables. A reference to additional policy or guidance may be preferable. The Council supports larger-scale renewable energy schemes through Policy Env5, subject to acceptability criteria. Without any specific schemes or locations highlighted it is difficult to assess the extent to which future renewable energy schemes may be sited in the Borough.	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	+	+	+	High	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. Design for sustainable waste management could also be included within Policy Env4.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: + Policy Env7: 0	
	Rural	+	+	+					
	Transboundary	0	0	0					
To minimise waste, increase re-use and recycling	Urban	+	+	+	High	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 Env4 could also include a recommendation for the design of new development to consider sustainable waste management and provide facilities as appropriate.	Policy Env1: 0 Policy Env2: 0 Policy Env3: 0 Policy Env4: + Policy Env5: 0 Policy Env6: 0 Policy Env7: 0	
	Rural	0	0	0					
	Transboundary	0	0	0					
To promote the use of more sustainable modes of transport	Urban	+	+	++	High	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. 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.	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					
	Transboundary	0	0	0					

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	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	0				
	Transboundary	0	0	0				
To improve levels of educational attainment for all age groups and all sectors of society	Urban	0	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	0	+				
	Transboundary	0	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	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	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 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. A provision should be included within this theme to ensure that transport improvements do not cause community severance.	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. whereas 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. Some wording related to improving mobility and access for all groups could be reinstated in this section to improve performance against equality and diversity targets.	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.	No mitigation measures are recommended.	Policy T1: +
	Rural	0	+	+				Policy T2: +
								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)				
	Transboundary	0	0	0		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.		
To protect and enhance biodiversity	Urban	+/-	+/-	+/-	Low	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. 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.	Policy T2 could specify the need for new green space to contribute positively to biodiversity as part of its 'multi-functional' value. New green links should be connected to the green infrastructure network rather than existing in isolation. 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	?	?	?				
	Transboundary	0	0	0				
To protect and enhance the landscape and townscape character and quality	Urban	+	?	?	Low	Policy T2 supports measures elsewhere in the Core Strategy to enhance green infrastructure and provide attractive off-road routes for movement. 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. 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.	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	0				
To protect and enhance the cultural heritage resource	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 protect and enhance the quality of water features and resources	Urban	0	0	0	N/a	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.	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 guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	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 limit and adapt to climate change	Urban	+/-	+/-	+/-	Medium	<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 and designs are developed which minimise adverse environmental, amenity and health impacts in line with other policies.</p>	<p>Policy T1: +/-</p> <p>Policy T2: +</p> <p>Policy T3: -</p>
	Rural	+/-	+/-	+/-				
	Transboundary	+/-	+/-	+/-				
To protect and improve air quality	Urban	+/-	+/-	+/-	Medium	<p>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.</p> <p>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.</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 should 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: +/-</p> <p>Policy T2: +</p> <p>Policy T3: +/-</p>
	Rural	+/-	+/-	+/-				
	Transboundary	+/-	+/-	+/-				
To increase energy efficiency and require the use of renewable energy sources	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 ensure sustainable use of natural resources	Urban	+/-	+/-	+/-	Low	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.	<p>Policy T1: +/-</p> <p>Policy T2: +</p> <p>Policy T3: -</p>
	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 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				

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
		S/t (<5yrs)	M/t (5-10yrs)				
To promote the use of more sustainable modes of transport	Urban	+/-	+/-	+/-	<p>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).</p> <p>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.</p>	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: Accrington Bus Station~~
 - ~~A54: The Leeds and Liverpool Canal in Church~~
 - ~~A6: Oswaldtwistle Mills~~
 - ~~A57: Brookside Business Centre~~
 - A68: The Leeds and Liverpool Canal in Clayton-le-Moors
 - A7: Housing in Huncoat**
 - A89: Strategic Employment Site at Huncoat
 - A109: 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 A42) 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 A4: +
	Rural	0	0	0				Policy A54: 0
								Policy A6: 0
								Policy A75: 0
								Policy A86: 0
								Policy A7: 0
								Policy A98: 0
								Policy A109: 0
								Policy A1: +
								Policy A2: +
								Policy A3: 0
								Policy A4: 0
								Policy A54: 0
								Policy A6: 0
								Policy A75: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
		S/t (<5yrs)	M/t (5-10yrs)				
	Transboundary	0	0	0			Policy A96: 0 Policy A7: 0 Policy A98: + Policy A9:A10: 0
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. 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. Policy A75 would include the development of a Country Park and has the potential to benefit health and wellbeing. Policies A54, and A86 and A7 which promote development in the vicinity of the Leeds and Liverpool Canal in Church and Clayton-le-Moors and Huncoat 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. Policy A109 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 health and wellbeing by improving air quality, traffic noise, road safety etc.	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.	Policy A1: + Policy A2: + Policy A3: + Policy A4: 0 Policy A54: + Policy A6: 0 Policy A75: + Policy A86: + Policy A7: + Policy A98: 0 Policy A109: ++
	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	+	+	+	Medium 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. Policies A54 and A86 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 Huncoat which would positively contribute to this objective. Policy A75 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.	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.	Policy A1: + Policy A2: 0 Policy A3: 0 Policy A4: 0 Policy A54: ? Policy A6: 0 Policy A75: + Policy A86: ? Policy A7: + Policy A98: 0 Policy A109: 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)				
To protect and enhance community spirit and cohesion	Urban	+	+	+	High	No mitigation measures are recommended	Policy A1: ? Policy A2: + Policy A3: + Policy A4: + Policy A5: + Policy A6: + Policy A7: + Policy A8: + Policy A7: +/- Policy A9: 0 Policy A10: +
	Rural	0	0	0			
	Transboundary	0	0	0			
To improve access to basic goods, services and amenities for all groups	Urban	+	+	+	High	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 A7: + Policy A9: 0 Policy A10: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To encourage sustainable economic growth and business development across the Borough	Urban	+	+	+	High	No mitigation measures are recommended	Policy A1: 0 Policy A2: + Policy A3: +

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	<p>proposed by Policy A3 as part of local centre regeneration and the economic viability of Oswaldtwistle and Accrington should be protected.</p> <p>Regeneration of the Leeds and Liverpool Canal (Policies A54 and A86) provides an opportunity for commercial developments as part of the re-use of old mill buildings and enhancement of the waterfront location.</p> <p>The proposed Huncoat Strategic Employment Site would be developed as a Waste Technology Park, alongside other employment uses. This site has the opportunity to attract regionally-significant new businesses in a sector likely to experience continued growth in the future as sustainable waste management becomes a higher priority for Hyndburn and Lancashire. The Council will need to work closely with Lancashire County Council in order to attract waste technology companies to the new site. The benefits of developing the Huncoat site may therefore extend beyond the Borough.</p> <p>Transport improvements (Policies A2 and A109) 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.</p>		Policy A4: + Policy A54 : + Policy A6: + Policy A75 : + Policy A86 : + Policy A7: 0 Policy A98 : + Policy A109 : 0	
	Transboundary	0	+	+				
To develop the skills and training needed to establish and maintain a healthy labour market	Urban	0	+	+	<p>New employment development offers the opportunity to increase skill levels amongst the Hyndburn population. The proposed Waste Technology Park at Huncoat could see the establishment of market leading businesses in the area, with the potential to help create a pool of skilled labour in this emerging sector.</p>	<p>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.</p>	Policy A1: 0 Policy A2: + Policy A3: 0 Policy A4: 0 Policy A54 : 0 Policy A6: 0 Policy A75 : + Policy A86 : 0 Policy A7: 0 Policy A98 : + Policy A109 : 0	
	Rural	0	0	0				Low
	Transboundary	0	0	0				
To encourage economic inclusion	Urban	+	+	+	<p>Policies A2, A3, A54, A6, A75, A86 and A98 should contribute to economic inclusion by creating employment opportunities for local people and Policy A4 should contribute to economic inclusion by improving public transport links.</p> <p>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).</p> <p>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.</p>	<p>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.</p>	Policy A1: 0 Policy A2: + Policy A3: + Policy A4: + Policy A54 : + Policy A6: + Policy A75 : + Policy A86 : + Policy A7: + Policy A98 : +	
	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)				
					The requirement of Policy A3 will protect the economic viability of Oswaldtwistle and Accrington.		Policy A49: 0
To deliver urban renaissance	Urban	+	++	++	<p>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).</p> <p>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 <i>Accrington to become a 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 protection of heritage features would all contribute to the wider regeneration of Accrington.</p> <p>Policies A3, A54, A6, A75, A86 and A98 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.</p> <p>Policy A49 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 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.</p>	No mitigation measures are recommended	Policy A1: 0
	Rural	0	0	0			Policy A2: ++
	Transboundary	0	0	0			Policy A3: +
To develop and market the Borough as a place to live, work and do business	Urban	+	+	+	<p>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>.</p> <p>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.</p> <p>Policies A3, A54, A6, A75, A86, A7 and A98 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 A54 and A86) and the development of a Sustainable Construction Centre and Country Park (Policy A75). New employment</p>	No mitigation measures are recommended	Policy A4: +
	Rural	0	0	0			Policy A54: +
							Policy A6: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
		S/t (<5yrs)	M/t (5-10yrs)				
	Transboundary	0	0	0	<p>opportunities would be created at Huncoat and Brookside Business Centre, and potentially also within Accrington town centre and at Oswaldtwistle Mills.</p> <p>Policy A109 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 the urban environment.</p> <p>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.</p>		Policy A109: +
To protect and enhance biodiversity	Urban	+/-	+/-	+/-	<p>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 Huncoat would be constructed on the fields surrounding the present settlement, suggesting potential loss of natural habitat.</p> <p>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.</p> <p>The Environment policies would provide mitigation for potentially adverse impacts of new development by requiring schemes to contribute to green infrastructure, as well as protecting the most important sites for biodiversity from development.</p> <p>Policies A54 and A86 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 '<i>...improve the environmental quality of the waterway corridor</i>'. Part e also states that '<i>...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</i>'. However, there may be some short term negative effects due to construction disruption.</p> <p>Policy A75 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).</p> <p>Policy A109 involves the construction of a new road which is 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.</p> <p>Policy A8 may also work to enhance the wider natural environment, but could also have some impact on landscape and biodiversity.</p>	<p>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 Construction Environmental Management Plan (CEMP).</p> <p>The SPD relating to the Brookside Business Centre should contain clear provisions to ensure biodiversity protection and enhancement.</p> <p>Appropriate environmental mitigation must be developed to avoid adverse impacts as a result of the Whinney Hill Link Road.</p>	<p>Policy A1: +/-</p> <p>Policy A2: 0</p> <p>Policy A3: 0</p> <p>Policy A4: 0</p> <p>Policy A54: +</p> <p>Policy A6: 0</p> <p>Policy A75: +/-</p> <p>Policy A86: +</p> <p>Policy A7: +</p> <p>Policy A98: = +/-</p> <p>Policy A109: = +/-</p>
	Rural	-	-	-			
	Transboundary	0	0	0			
To protect and enhance the landscape and townscape character and quality	Urban	+/-	+/-	+/-	<p>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>.</p> <p>Policies A54 and A86 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.</p> <p>Policy A75 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.</p> <p>Policies A98 and A109 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 states 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.</p> <p>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.</p>	<p>Opportunities should be taken to minimise visual impact; for example, screening, landscaping and considerate design.</p> <p>A cross reference could be made to the general provisions of Policy Env3 for consistency.</p>	<p>Policy A1: 0</p> <p>Policy A2: +</p> <p>Policy A3: 0</p> <p>Policy A4: 0</p> <p>Policy A54: +++</p> <p>Policy A6: 0</p> <p>Policy A75: +/-</p> <p>Policy A86: +++</p> <p>Policy A7: +/-</p> <p>Policy A98: = +/-</p> <p>Policy A109: = +/-</p>
	Rural	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)				
To protect and enhance the cultural heritage resource	Urban	+	+	+	High	No mitigation measures are recommended.	Policy A1: 0 Policy A2: + Policy A3: 0 Policy A4: 0 Policy A54: + Policy A6: 0 Policy A75: 0 Policy A86: + Policy A7: +/- Policy A98: 0 Policy A109: 0
	Rural	0	0	0			
	Transboundary	0	0	0			
To protect and enhance the quality of water features and resources	Urban	?	?	?	Low	Opportunities should be taken to protect and enhance the quality of the water environment during any improvement works. A link could be made within this theme to Policy Env4 to mitigate flood risk impacts. Opportunities should be explored to open culverts as part of redevelopment options.	Policy A1: ? Policy A2: 0 Policy A3: 0 Policy A4: 0 Policy A54: ? Policy A6: 0 Policy A75: ? Policy A86: ? Policy A7: ? Policy A98: 0 Policy A109: ?
	Rural	?	?	?			
	Transboundary	0	0	0			
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	Urban	+	+	+	Low	Implementation of a CEMP during the construction period should help to avoid contamination.	Policy A1: +/- Policy A2: + Policy A3: 0 Policy A4: + Policy A54: + Policy A6: 0 Policy A75: +/- Policy A86: + Policy A7: +/- Policy A98: +/- Policy A109: -
	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 limit and adapt to climate change	Urban	+	+	+	Medium	<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 A42 states that land between Edgar Street and Union Street 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 A54 and A86) 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>	No mitigation measures are recommended.	Policy A1: 0 Policy A2: +0 Policy A3: 0 Policy A4: + Policy A54: + Policy A6: 0 Policy A75: 0 Policy A86: + Policy A7: 0 Policy A98: 0 Policy A109: 0
	Rural	0	0	0				
	Transboundary	0	0	0				
To protect and improve air quality	Urban	+	+	+	Medium	<p>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.</p> <p>Policy A24 states that land between Edgar Street and Union Street 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.</p> <p>The development of the area surrounding the Leeds and Liverpool Canal (Policy A54 and A86) 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.</p> <p>Policy A109 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.</p>	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: +/- Policy A2: +0 Policy A3: 0 Policy A4: + Policy A54: + Policy A6: 0 Policy A75: 0 Policy A86: + Policy A7: 0 Policy A98: - Policy A109: +/-
	Rural	-	-	-				
	Transboundary	0	0	0				
To increase energy efficiency and require the use of renewable energy sources	Urban	?	?	?	Low	<p>Policy A75 would potentially include a demonstration project to showcase how sustainable, energy efficient housing can be developed in areas like Pennine Lancashire.</p> <p>Policy Env4 would apply to new developments within Accrington, designed to improve energy efficiency and make use of solar heating.</p>	No mitigation measures are recommended.	Policy A1: 0 Policy A2: 0 Policy A3: 0 Policy A4: 0 Policy A54: 0 Policy A6: 0 Policy A75: ? Policy A86: 0 Policy A7: 0 Policy A89: 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)				
								Policy A409: 0
To ensure sustainable use of natural resources	Urban	?	?	?	Medium	<p>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.</p> <p>Policies A2, A3, A54, A6 and A86 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.</p> <p>Policy A75 would potentially include a demonstration project to showcase how sustainable, energy efficient housing can be developed in areas like Pennine Lancashire.</p>	Reference could be made in Policies A54 and A86 to desirability of reusing existing buildings in the vicinity of the Leeds and Liverpool Canal	Policy A1: +/-
	Rural	0	0	0				Policy A2: 0
	Transboundary	0	0	0				Policy A3: 0
								Policy A4: 0
								Policy A54: 0
								Policy A6: 0
								Policy A75: ?
								Policy A86: 0
								Policy A7: 0
								Policy A98: 0
								Policy A409: 0
To minimise waste, increase re-use and recycling	Urban	0	+	+	Medium	<p>Policy A98 includes provision for a Waste Technology Park which can be expected to improve the long-term management of waste in Hyndburn and beyond in a more sustainable manner.</p> <p>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.</p>	No mitigation measures are recommended	Policy A1: 0
	Rural	0	0	0				Policy A2: 0
	Transboundary	0	+	+				Policy A3: 0
								Policy A4: 0
								Policy A54: 0
								Policy A6: 0
								Policy A75: 0
								Policy A86: 0
								Policy A7: 0
								Policy A98: +
								Policy A409: 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.</p> <p>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</p>	New walking and cycling routes must be designed to provide connections between residential areas and frequent destinations (i.e. the town centre, district centres and employment sites).	Policy A1: +
								Policy A2: +
								Policy A3: +
								Policy A4: +
								Policy A54: +

SA Objective	Scale of Effect			Level of Certainty	Commentary	Recommended Mitigation	Performance of Specific Policies
		S/t (<5yrs)	M/t (5-10yrs)				
	Rural	0	0	0	<p>considered to be a sustainably accessible location. Huncoat has a railway station and is connected to Accrington by bus services.</p> <p>Policy A42 states that land between Edgar Street and Union Street 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 A54 and A86) 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>		<p>Policy A6: 0</p> <p>Policy A75: +</p> <p>Policy A86: +</p> <p>Policy A7: +</p> <p>Policy A98: +</p> <p>Policy A109: -</p>
	Transboundary	0	0	0			

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				
To encourage economic inclusion	Urban	0	0	0	High	Policy RA3 concerns the protection and development of Altham Business Park. This Business Park is the	No mitigation measures are	Policy RA1: 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	+	+	+		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.	recommended.	Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: +
To deliver urban renaissance	Urban	0	0	0	N/a	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	+	+	+	Medium	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	Medium	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	Medium	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 here 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	High	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	Low	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: -
To guard against land contamination	Urban	0	0	0	Low	Policy RA3 involves a limited extension of Altham Business Park onto a greenfield site and, as such,	Implementation of a CEMP	Policy RA1: 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)				
and encourage the appropriate re-use of brownfield sites within the urban boundary	Rural	?	?	?		would expose it to contamination. Risks of contamination would be greatest during the construction period.	during the construction period should help to avoid contamination.	Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: ?
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.	All applications for renewable energy projects will need to be subject to environmental impact assessment.	Policy RA1: 0
	Rural	0	0	0				Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: 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.	N/a	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.	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	The Rural Areas policies are unlikely to have an effect on the use of natural resources. 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	The Rural Areas policies are unlikely to have an effect on waste. 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	+0	+0	N/a	The Rural Areas policies are unlikely to have an effect on transport. No effects are anticipated. 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.	A Travel Plan should be prepared for the Altham Business Park extension. N/a	Policy RA1: 0
	Rural	0	0	0				Policy RA2: 0
	Transboundary	0	0	0				Policy RA3: + All Policies: 0