



Local Development Framework

Central Lancashire Core Strategy

Revised Sustainability Appraisal

November 2011

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ABBREVIATIONS

SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
DPD	Development Plan Document
SPD	Supplementary Planning Document
LDF	Local Development Framework
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SOA	Super Output Area
LPA	Local Planning Authority
ODPM	Office of the Deputy Prime Minister
The Act	Planning and Compulsory Purchase Act 2004

COMPONENTS MAKING UP THE ENVIRONMENTAL REPORT

The following table identifies the requirements of the SEA Directive and where each has been met within this Sustainability Appraisal report.

Requirements	Where Covered in SA Report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the geographical scope of the plan or programme are identified, described and evaluated. (Art. 5 and Annex 1):	5.2 6.1 Components below also make up Environmental Report:
a. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	3.2 4.1
b. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	4.2
c. The environmental characteristics of areas likely to be significantly affected;	4.2
d. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	4.3
e. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	4.1
f. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	6.1
g. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	5.5 6.4
h. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	5.1 5.2
i. A description of measures envisaged concerning monitoring in accordance with Article 10;	8.2
j. A non-technical summary of the information provided under the above headings;	1.1
Consultation:	
<ul style="list-style-type: none"> ▪ authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4) 	2.4
<ul style="list-style-type: none"> ▪ authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2) 	2.5
<ul style="list-style-type: none"> ▪ other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7) 	N/A
Taking the environmental report and the results of the consultation into account in decision-making (Art. 8)	2.5
Provision of information on the decision:	2.6
When the plan or programme is adopted, the public and any countries consulted under Art. 7 shall be informed and the following made available to those so informed:	
<ul style="list-style-type: none"> ▪ the plan or programme as adopted; ▪ a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of other reasonable alternatives dealt with; and ▪ the measures decided concerning monitoring (Art. 9 and 10) 	Information will be made available to the public after adoption of the Core Strategy 8.2
Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10)	8.2
Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art.12)	3.3

*** Please note this is a revised version of the SA that was submitted to the Planning Inspectorate on 31 March 2011 and was part of the evidence base for the Central Lancashire Core Strategy at the Examination Hearing June/ July 2011. This revised version (November 2011) takes account of the proposed changes to Policy 1: Locating Growth and Policy 4: Housing Delivery. Full explanations can be found in Chapter 7 of this report and within the appendices.

1. SUMMARY AND OUTCOMES

1.1 Non-technical summary.

This is a non-technical summary providing an overview of the approach to and conclusions of the combined Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) of the Central Lancashire Core Strategy (CS).

What is Sustainability Appraisal and how does it relate to the Central Lancashire Core Strategy?

- 1.1.1 Under the Compulsory Purchase Act 2004 (the Act) Local Planning Authorities (LPAs) are required to produce a Local Development Framework (LDF). The LDF will include a series of documents including Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), which set out the policies and proposals relating to the development and use of land. The Core Strategy, which this document relates to, is a DPD.
- 1.1.2 The Act also requires Sustainability Appraisal to be undertaken for DPDs and SPDs to make sure they are 'sound', by ensuring they reflect sustainable development objectives and allow the goal for sustainable development, detailed below, to be met.
- 'To enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations'.***
- 1.1.3 The government also requires this SA to meet the requirements of the Strategic Environmental Assessment Directive 2001/42/EC; requirements of which are highlighted throughout the relevant sections of this report. When reference is made to SA in this report, it should automatically be taken to include the requirements of the SEA Directive. The table on page (ii) of this report entitled: 'Components making up the environmental report' shows how the SEA is being taken into consideration during the SA process.
- 1.1.4 In November 2005 the Government published guidance on the preparation of SA, which advocated a five-stage approach as follows:
- Stage A: Setting the context and objectives, establishing the baseline and deciding on the Scope.
 - Stage B: Developing and refining options and assessing effects.
 - Stage C: Preparing the SA Report
 - Stage D: Consulting on the preferred options of the DPD (or Draft SPD) and the SA Report
 - Stage E: Monitoring the significant effects of implementing the DPS/SPD.
- 1.1.5 This report covers Stages B, C and subsequently D of the report, developing and refining the options and appraising the effects of the Preferred Core Strategy prior to consultation of the document and the associated SA.
- 1.1.6 This method seeks to meet the requirements of both SEA and SA guidance which includes the document 'SA of Regional Spatial Strategies and Local Development Documents' published by the Office of Deputy Prime Minister (ODPM) in November 2005. (This followed draft guidance published in Sept 2004 and the Interim Frequently Asked Questions published in April 2005).
- 1.1.7 This SA report is being led by a joint planning policy team, which is represented by members from all three authorities. This arrangement conforms to guidance in relation to maintaining a necessary interdependency, as well as bringing a wider sustainability and environmental perspective to existing planning expertise.
- 1.1.8 SA has occurred in parallel with the preparation of the Core Strategy, so that sustainability considerations are identified at an early stage and reflected in its content. This document

summarises the process and results of assessment to provide the transparency that is an essential requirement of SA.

Aims of the Core Strategy.

- 1.1.9 The purpose of the Core Strategy is to identify an overall vision which sets out how Central Lancashire and the places within it should develop up to 2026, to set strategic objectives for Central Lancashire focussing on the key issues to be addressed and to devise a delivery strategy for delivering these objectives.
- 1.1.10 The Preferred Core Strategy marked the third phase in producing a plan to deal with the big spatial planning issues facing 'Central Lancashire' – the local authority areas of Chorley, Preston and South Ribble. Together this makes up the 'Plan Area'. Following the two earlier Issues and Options Papers, the Preferred Core Strategy proposed a preferred way forward - a suggested set of policy approaches that are considered to be the best able to manage change and meet the needs of the area over the next 15 years or so. Public consultation on the Preferred Core Strategy was carried out from September to December 2008.
- 1.1.11 Previous Core Strategy work on Issues and Options was done without South Ribble, Chorley and Preston committing to producing a single joint document for Central Lancashire. However it has now been decided that the work will be pursued 'jointly' in order for the area to function as a 'unit'. The Core Strategy is dealing with the growth that is arising in Central Lancashire. A Joint Advisory Committee has been set up on which Lancashire County Council is also represented. This Committee makes recommendations to the District Councils, who each decide what the Core Strategy content should be.
- 1.1.12 As part of the preparation of the Preferred Core Strategy, and taking account of comments made at Issues and Options stage; further training delivered by the Government sponsored Planning Advisory Service; and lessons from the Core Strategies that are emerging from the new system, the Central Lancashire vision has been revised and is as detailed below:

A Vision for Central Lancashire in 2026

By 2026 Central Lancashire will be recognised as a highly sought after place to live and work in the North West. It offers excellent quality of life to all its residents. It will play a leading role in Lancashire's world class economy and have sustainable economic growth based on the area's unique assets. Its central location at the hub of the transport network, its green spaces and access to open countryside make it a place with 'room to breathe'.

Preston, Leyland and Chorley will attract investors and visitors taking advantage of retail, heritage, education and high-quality city and town centres. Central Lancashire's wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Preston will have become a transformed city, recognised as an alternative destination to Manchester and Liverpool for high quality retail, cultural, entertainment, business and higher education.

Chorley will have capitalised on its premier location as a place to do business, complemented by a thriving contemporary market town.

Leyland will have built upon its world famous industrial heritage, driving forward change and economic growth in the town and borough to become an enterprise engine.

The character of the City, towns and villages will reflect their individual historic and cultural heritage, with high quality designed new buildings enhancing their local distinctiveness. There will be improved transport connections within Central Lancashire and to wider regional, national and international destinations. The character of rural villages will have been maintained, with access to services to sustain the local communities and overcome rural poverty.

Neighbourhoods will be safe, clean and sustainable with healthy, highly-skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and wherever possible, adaptation to Climate Change.

- 1.1.13 Planning Policy Statement 12 (PPS12) requires that a Core Strategy includes strategic objectives for the area, focussing on key issues to be addressed. These are essentially the link between the vision and the key strategic policies of the Core Strategy. These objectives are detailed below:

Core Strategy Objectives

- SO1. To foster growth and investment in Central Lancashire in a manner that:
- Makes the best use of infrastructure and land by focussing on the Preston/South Ribble Urban Area, and the Key Service Centres of Leyland and Chorley.
 - Marries opportunity and need by focussing investment in Preston City Centre and other Strategic Sites and Locations, and Leyland and Chorley town centres.
 - Supports service provision in rural areas, particularly the Rural Local Service Centres.
- SO2. To ensure there is sufficient and appropriate infrastructure to meet future needs, funded where necessary by developer contributions.
- SO3. To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.
- SO4. To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.
- SO5. To help make available and maintain within Central Lancashire District a ready supply of residential development land over the plan period so as to help deliver sufficient new housing of appropriate types to meet future requirements.
- SO6. To achieve densities for new housing that respects the local character of surrounding areas, whilst making efficient use of land.
- SO7. To improve the quality of existing housing especially in Inner East Preston and pockets of poor stock in South Ribble and Chorley Boroughs, and to bring empty properties back into use.
- SO8. To significantly increase the supply of affordable and special needs housing particularly in places of greatest need such as in more rural areas.
- SO9. To guide the provision of pitches for travellers in appropriate locations if genuine need arises
- SO10. To ensure there is a sufficient range of locations available for employment purposes.
- SO11. To secure major retail and leisure investment in Preston city centre to enable it to function as an alternative shopping and commercial destination to Manchester and Liverpool. To achieve the retail and leisure potential of Chorley and Leyland town centres and ensure the district and local centres provide for local needs.
- SO12. To create, enhance and expand tourist attractions and visitor facilities in the city, town centres and appropriate rural locations.
- SO13. To sustain and encourage appropriate growth of rural businesses, taking into account the characteristics of the urban fringe and wider countryside.
- SO14. To ensure appropriate education facilities are available and skills deficiencies are addressed.
- SO15. To foster 'place shaping' to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings.
- SO16. To protect, conserve and enhance Central Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.
- SO17. To maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'.
- SO18. To improve the health and wellbeing of all Central Lancashire's residents and reduce the health inequalities that affect the more deprived urban* areas, particularly Inner East Preston.
- SO19. To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services, including healthy food.
- SO20. To create environments in Central Lancashire that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience a higher levels of crime.
- SO21. To reduce energy use and carbon emissions in new development.
- SO22. To encourage the generation and use of energy from renewable and low carbon sources.
- SO23. To manage flood risk and the impacts of flooding especially adjoining the River Ribble and at Croston.
- SO24. To reduce water usage, protect and enhance Central Lancashire's water resources and minimise pollution of water, air and soil.

* Proposed Minor Change MC40

What approach was taken to SA and when was work undertaken?

- 1.1.14 The approach taken to SA followed that detailed in Government guidance. The SA process has taken place at the same time as production of the Core Strategy to ensure that the processes are fully integrated.
- 1.1.15 A wide range of information has been collected and relevant national, regional and local plans, strategies and policies reviewed to help inform the SA process and to gain an understanding of the issues faced by the three Councils. This is set out in the separate 'Core Strategy Sustainability Appraisal - Evidence Gathering' document. Baseline information regarding the current state of the environment, including existing environmental problems, in each of the three Councils has also been collected. More detail can be found in the Evidence Gathering document, below is a summary of the key aspects of the environmental baseline for each Council.

Environmental Baseline Summary by Authority

Authority	Environmental Baseline Characteristics & Problems
Preston	<p>For the most part the attractive countryside around Preston requires long term protection due to the function of the land or its existing natural qualities. The main use of land in the rural area is agriculture, a national asset which must be conserved. An important part of Preston's heritage is the quality of the built environment, with numerous listed buildings, conservation areas and parks/gardens. A fundamental part of conserving the land resource is securing the re-use of previously developed land – 94% of new houses in 2009/10 were built on previously developed land.</p> <p>The pressure for development of greenfield land conflicts with the need to prioritise re-use of previously developed land to protect and conserve areas of high natural quality which perform an important function as an agricultural asset. The problem is mitigated through the implementation of national policy and will be further mitigated through Core Strategy policy.</p>
South Ribble	<p>The natural and built environment is an important part of the area's heritage and the Council recognises the importance of safeguarding, conserving and improving the quality of the environment for its social, educational and economic benefits. A key issue is the amount of high quality agricultural land in the borough and the need to be able to protect this land from development.</p> <p>A key part of the environmental baseline for the borough is air quality. Good air quality is essential for human health and health of the environment as a whole. There are four Air Quality Management Areas in the borough, identified through standing traffic at traffic lights. This is a problem in the borough that needs to be considered in all new development that can increase traffic on the roads, and is mitigated through promoting walking and car sharing initiatives.</p>
Chorley	<p>The borough is home to numerous types of natural landscapes and habitats whose protection and preservation can be threatened by development. Although only a small proportion of the borough has SSSI protection, the amount that is in favourable or recovering position is low. This issue is being mitigated through the implementation of effective management plans.</p> <p>A key part of the environmental heritage of the borough is the built environment. There are 475 listed buildings in the borough, 9 conservation areas and 4 parks/gardens. However there are 4 grade 1 or 2* listed buildings on the 'at risk' register, which is an issue requiring immediate attention and mitigation.</p>

- 1.1.16 This information has been used to inform the production of a SA Framework which sets out sustainability objectives and indicators relating to social, environmental and economic issues. The SA Framework is designed to enable testing of the Core Strategy objectives and options to see how they perform in terms of sustainability.
- 1.1.17 In March 2006 a SA Scoping Report was produced that summarised the SA work undertaken and that proposed. This was sent out to a wide range of organisations, including the Countryside Agency, English Heritage, Natural England and the Environment Agency to make sure that the SA was covering the key sustainability issues. A revised Scoping Report was published in May 2008 which updated the previous Scoping Report taking account of changes in policy and new policy at the EU, national and regional level. The SA Framework was also amended to reflect changes in baseline information, new sustainability issues and new policy that had emerged. This Scoping Report was also consulted on. A number of comments were received and these have been used to help improve the SA process. The SA Framework objectives are set out below. The full SA Framework is in section 4.5.

SOCIAL

- To improve access to good quality and resource efficient housing including affordable housing.
- To improve health and wellbeing and to improve access to health care, sport and recreation, culture, community and education facilities and services particularly in deprived areas.
- To reduce crime, disorder and the fear of crime.
- To reduce the need to travel and improve transport accessibility in sustainable ways.

ENVIRONMENTAL

- To protect, enhance and manage biological and geological assets.
- To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.
- To tackle climate change and make the most sustainable use of the earth's resources.
- To manage flood risk and the impacts of flooding.
- To protect and enhance water resources and minimise pollution of water, air and soil.

ECONOMIC

- To encourage sustainable economic growth and employment.
- To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access, and are able, to meet the demands of modern and changing job markets.
- To sustain and encourage appropriate growth of rural business.
- To maintain and improve retail and related services, as well as provide for tourism and leisure.

1.2 Statement of the likely significant effects of the plan

1.2.1 Implementation of the Core Strategy is likely to have a range of positive effects. These are discussed in detail in Section 6 of the report as well as the Appendices. A summary table listing the main social, environmental and economic effects of each of the preferred policies is shown below.

Figure 6.2: Summary of likely effects of Preferred Core Strategy Policies

Policy	Social Effects	Environmental Effects	Economic Effects
PCS1	This policy should have a significant positive impact in terms of the provision of resource efficient housing because developing on brownfield land makes the most efficient use of available land. It is likely to have positive impacts on health and wellbeing and access to services as well as reducing the need to travel.	There are significant positive effects on protecting landscape character, the sustainable use of resources and meeting climate change targets. There are no clear links in relation to protection of biological assets and protection and enhancement of water resources.	There are significant positive effects in terms of encouraging sustainable economic growth and employment - particularly as the policy focuses growth and investment on brownfield sites in key service centres. The scale of growth will be proportionate to the size of the centre and in rural areas the growth will be sensitive and within the built up areas of the villages.
PCS2	This policy should have a significant positive effect in terms of providing sustainable housing and through the re-use of existing buildings. There is uncertainty or no obvious link with health, reduction in crime and the reduced need to travel.	There are significant positive environmental effects relating to climate change and setting/meeting targets. There are no obvious links with other environmental objectives.	There are positive effects in respect of encouraging sustainable economic growth through a criteria based policy which encourages new building design and layout to minimise energy use and maximise energy efficiency. Buildings will be expected to meet the BREEAM standards. There are no clear links with improving retail services or improving workforce skills.
PCS3	This policy should have a significant positive effect in terms of providing sustainable housing and through the re-use of existing buildings. There is uncertainty or no obvious link with health, reduction in crime and the reduced need to travel.	There are significant positive effects upon protecting and enhancing biological assets and climate change through reducing the carbon footprint and the use of renewable and low carbon energy schemes. There are no clear links with the remaining environmental objectives.	There are no clear links with the economic objectives in relation to climate change, energy and resources.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS4	There are no clear links with the social objectives in relation to water quality and flood risk. It is, however, important that the location of new housing avoids areas subject to flood risk.	Improving water quality has significant positive effects on the riparian and flood plain environment because these are areas that often have a high biodiversity value. Managing pollution levels also has a significant positive effect on biodiversity. Sustainable use of the earth's finite resources also has a significant positive effect on climate change. There are no obvious links with landscape character.	There are no clear links with economic objectives in relation to water quality.
PCS5	This policy should have significant positive effects through reducing the need to travel and the reduced use of motorised transport. Improvements to air quality also have significant positive impacts on health and wellbeing. There is no link with reduction in crime and improved access to affordable housing.	There are no clear links with improving air quality and the environmental objectives.	There are no clear links with economic objectives, although the encouragement of new employment development in existing centres which are well served by public transport and accessible by bicycle and foot could encourage/help reduce the reliance on the private car and hence a reduction in vehicular emissions.
PCS6	There are no clear links between the policy and social objectives.	There are significant positive effects in respect of protecting the earth's most valuable resources through preventing the loss of the best and most versatile agricultural land. There are no clear links with the remaining other environmental objectives.	There are no clear links with protecting the best and most versatile agricultural land other than new development will be located on brownfield sites within the key service centres.
PCS7	There are significant positive effects on all social objectives, particularly in respect of providing better quality housing. It is unclear whether there are any links between the policy and provision of sustainable transport.	There are significant positive effects in respect of environmental objectives relating to enhancing landscape character and tackling climate change through the re-use and improvement of the existing housing stock. There may be minor positive links with the remaining environmental objectives.	This policy may have a positive effect on sustainable economic growth as economic activity in deprived areas could be boosted through improvements to housing.
PCS8	There are significant positive effects on provision of housing to meet identified housing needs. The location for new housing is in accessible locations and should reduce the need to travel. It is uncertain whether there are any links with the social objective of reducing crime. Higher standard housing should be more beneficial for health and wellbeing.	There are significant positive effects in respect of delivering 70% housing on brownfield land, mixed use sites are encouraged to reduce the need to travel and use of resources and a high standard of design will be beneficial to townscape character.	This policy should help to sustain economic growth and employment by encouraging mixed-use sites which would service the needs of the local area.
PCS9	There are significant positive effects on social objectives relating to the provision of sites for affordable housing and special needs housing, which is beneficial to health and wellbeing. There is no clear link with the reduction in crime and sustainable transport objectives.	There are no significant environmental effects relating to this policy.	The policy has significant positive effects relating to the provision of affordable housing in rural areas. Rural businesses require housing for their staff, so it is vital that there is sufficient affordable housing provision in rural areas. There are potential conflicts, where the high percentage requirements will affect the viability of some schemes.
PCS10	This policy would have social benefits if any sites were allocated as it would enable gypsies and travellers to have access to a place to live within close proximity of services.	There are no obvious environmental effects as the policy ensures that impact on surrounding areas and the wider landscape is taken into account when considering sites.	There are no obvious economic effects relating to this policy.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS11	This policy should have significant positive effects on all social objectives as focussing employment development in existing urban areas will reduce the need to travel and provide better access to jobs.	This policy should have significant positive environmental effects as focussing employment development within existing urban areas will protect the countryside from development and provide employment in sustainable locations, which can be accessed by more sustainable modes of transport.	There will be significant positive economic effects in relation to encouraging sustainable economic growth and improving access to jobs.
PCS12	There are significant positive effects upon health and wellbeing by providing training opportunities and improving skills for people, particularly those in deprived areas. It is unclear whether there are any obvious links with the other social objectives.	There are no obvious links with environmental objectives and the policy.	There are significant positive effects relating to developing skills through training opportunities and equipping the future workforce with the skills and knowledge to meet the demands of modern job markets.
PCS13	There are significant positive effects upon health and wellbeing by increasing facilities and rural services. Locating certain rural business in the urban fringe will have a positive effect on reducing the need to travel by being located close to urban areas where there are good public transport links. It is uncertain whether there are any links with the social objectives relating to the provision of housing and the reduction in crime.	There are some links with protecting the landscape and tackling climate change as growth of rural businesses will provide services for local residents reducing their need to travel.	There are significant positive effects relating to supporting rural businesses and the rural economy through diversification and appropriate alternative uses of farm buildings, which create employment opportunities for local people living in the area. Tourism developments will help to boost the rural economy by bringing visitors in who spend money in the local area.
PCS14	There are significant positive effects from promoting mixed uses in our urban centres, particularly improving the accessibility of such locations and creating multi-function centres, which help reduce the need to travel. There are positive effects relating to the reduction in crime and improving health and wellbeing by ensuring that access to services and facilities is good. Improving vitality and viability of town centres would hopefully include a degree of crime reduction and surveillance measures.	There are significant positive effects on protecting, enhancing and conserving the historic character and townscape of Preston City Centre. Many of the various heritage assets have been incorporated into the Tithebarn projects. Investment in Chorley and Leyland Town Centres will also be required to respect the character of the respective areas. There are no links with the remaining environmental considerations.	There are significant positive effects from promoting mixed uses in key service centres offering employment opportunities in retail and a range of associated services.
PCS15	There are positive effects upon health and well-being in respect of upgrading and improving healthcare facilities and in helping reduce the need to travel by improving public transport links with the location of health facilities. It is uncertain if there is any link with housing provision.	There are no obvious links with environmental objectives and the policy.	There are no clear links with economic objectives and the policy.
PCS16	There are positive effects of locally based sport and recreation provision on the health and wellbeing of the community and in respect of public transport links. Locally based sports facilities will encourage people to adopt healthier lifestyles and ensure these are accessible to all. There are no clear links with housing provision and reduction in crime.	There are significant positive effects on protecting sports and recreation facilities and particularly those which have a positive impact on townscape character. There are no issues concerning the remaining environmental issues, apart from some sports activities may be suitable uses in the flood plain.	There are no clear links with economic objectives and the policy. However, new sport and leisure facilities should enhance opportunities for tourism and recreational pursuits.
PCS17	There are significant positive social effects as people will have better access to community facilities, which in turn may lead to reduced levels of crime.	There are no clear links with environmental objectives and the policy.	There are no clear links with economic objectives and the policy.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS18	There are significant positive effects upon crime and prevention of crime by virtue of securing 'Secured by Design' Principles and provision of locally based leisure facilities, which are accessible by public transport. There are no significant links with the provision of housing.	There are no clear links with environmental objectives and the policy.	There are no obvious links with environmental objectives and the policy. However, the option supports the provision of leisure facilities, and encourages mixed uses in town centres (retail and leisure).
PCS19	There are significant positive effects locating culture and entertainment facilities in town centres which are accessible by a variety of sustainable transport means. The presence of CCTV in such locations will have a positive impact on the reduction of crime. There are no obvious links with the provision of housing.	There are no obvious links with environmental objectives and the policy.	There are no obvious links with economic objectives and the policy.
PCS20	There are significant positive effects of locating educational establishments in areas that are accessible by a variety of sustainable transport means. Priority given to schools in deprived areas will have a positive contribution towards improving health and wellbeing. There are no links with the provision of housing.	There are no obvious links with environmental objectives and the policy.	There are no obvious links with economic objectives and the policy.
PCS21	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links with biodiversity and economic objectives. Potential conflicts could arise where sites for employment use may have biodiversity value. This sort of issue should be dealt with at the detailed planning application stage.
PCS22	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may have high landscape value. This sort of issue should be dealt with at the detailed planning application stage.
PCS23	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may have a particular landscape character, which needs to be protected from inappropriate development. This sort of issue should be dealt with at the detailed planning application stage.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS24	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects whereby the character and distinctiveness of settlements are protected. Unacceptable development will be minimised. Landscape character is protected as part of this policy objective.	There are positive effects of the policy whereby maintaining the unique character of settlements will help encourage inward investment and appropriate rural businesses to locate in the area.
PCS25	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	Protecting and enhancing green infrastructure can help make the area a more attractive place to invest. Additionally, the Regional Park will provide tourist, recreation and leisure opportunities and associated retail investment where there are visitor attractions, such as cafes and gift shops.
PCS26	There are significant positive effects upon health and wellbeing in relation to the protection of natural and built assets. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may affect the character of the built environment, say a listed building or archaeological site, or affect the natural landscape, which needs to be protected from inappropriate development. These issues should be dealt with at the detailed planning application stage.
PCS27	There are significant positive effects on ensuring that new buildings respect the character of the area. They provide people with a sense of place and local identity, together with a cultural and historic interest. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	Potential conflicts could arise where new buildings may affect the character of the environment and the townscape. These issues should be dealt with at the detailed planning application stage and development which has a potentially detrimental impact on the character of a town or village, for example. These issues should be dealt with at the detailed planning application stage.
PCS28	There are significant positive effects upon health and wellbeing by providing better and improved access to facilities. In addition, walking and cycling can improve health and encourage healthier lifestyles. There are no links with crime reduction or the provision of housing.	On the whole there are significant positive effects relating to travel. Providing a range of more sustainable travel options should reduce the need to travel and help reduce reliance on the private car. There is potential tension whereby improvements to the road network could encourage greater use of the private car. There are no links with managing flood risk.	There are significant positive links with travel objectives through encouraging more flexible business practices, car sharing, providing facilities for more sustainable modes of travel (cyclist and pedestrians) and implementing bus park and ride closest to Preston City Centre. Improved travel measures should benefit other business sectors such as leisure and retailers.
PCS29	There are no significant social effects.	There are no significant environmental effects.	There are no significant economic effects.

1.3 Statement on the difference the process has made to date

- 1.3.1 This SA has contributed to plan development by providing an independent assessment of the sustainability of the Core Strategy at an intermediate stage.
- 1.3.2. This SA has been fully integrated into the plan-making process for the Core Strategy and has helped to inform the choice of Preferred Options and policies. As a result the Core

Strategy should have a positive impact on society, the environment and the economy when adopted, and the potential negative impacts highlighted by the SA minimised.

2. **APPRAISAL METHODOLOGY**

This chapter of the report describes how the Sustainability Appraisal was undertaken.

2.1 **Approach to the SA**

2.1.1 The approach taken to the production of the Sustainability Appraisal followed national policy and guidance at the time as follows:

- 'Planning Policy Statement 12: Local Development Frameworks' (ODPM, 2004)
- 'Creating Local Development Frameworks: A Companion Guide to PPS12' (ODPM, 2004)
- 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents – Guidance for Regional Planning Bodies and Local Planning Authorities' (ODPM, November 2005)

2.1.2 Work was done in accordance with the 'Planning and Compulsory Purchase Act 2004', the requirements of the Strategic Environmental Assessment Directive 2001/42/EC' and the 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' published by the Office of Deputy Prime Minister (ODPM) in November 2005. (This followed the draft guidance published in September 2004.)

2.1.3 The SA process has taken place in parallel to the production of the Core Strategy to ensure that SA is fully integrated into the preparation process.

2.2 **When the SA was carried out**

2.2.1 Figure 2.1 indicates the main tasks involved in the production of the SA of the Core Strategy and outlines when these tasks were undertaken.

Figure 2.1: Sustainability Appraisal Timetable

Date	Work Undertaken	SA Stage and Tasks
January 2006 Onwards	Review of relevant plans and programmes and collection of baseline information	SA Tasks A1 and A2
January 2006 - June 2008	Identification of sustainability issues and problems	SA Task A3
January - February 2006	Production of initial SA Framework	SA Task A4
February - March 2006	Production of first Core Strategy Scoping Report	SA Task A5
March - April 2006	First Scoping Report consultation	SA Task A5
July - September 2006	Testing of Core Strategy Options/Objectives against SA Framework	SA Tasks B1 & B2
November 2006 - March 2007	Consultation on Issues and Options Paper 1 including SA testing summary	N/A
August - September 2007	Testing of Core Strategy Options/Objectives against SA Framework	SA Tasks B1 & B2
November 2007 - January 2008	Consultation on Issues and Options Paper 2 including SA commentary	N/A
April 2008	Production of revised SA Framework	SA Task A4
April - May 2008	Production of second Core Strategy Scoping Report	SA Task A5
May - June 2008	Second Scoping Report consultation	SA Task A5
July - September 2008	Testing of Preferred Core Strategy against SA Framework	SA Tasks B3, B4, B5
July - September 2008	Production of SA Report to accompany Preferred Core Strategy	SA Task C1
September - December 2008	Consultation on Preferred Core Strategy and SA Report	SA Task D1

Date	Work Undertaken	SA Stage and Tasks
April 2009 - January 2010	Appraisal of Strategic Sites and Significant Changes	SA Task D2
February - March 2010	Finalise SA Report	SA Task C1
December 2010	Consultation on Publication Core Strategy	
March 2011	Submission of Core Strategy	
November 2011	Appraisal of Significant Changes following Examination Hearing	SA Task D2

2.3 Who carried out the SA

2.3.1 The SA was produced by officers in the Planning Policy section of the three Councils involved in preparing a joint Core Strategy of Central Lancashire; namely Preston City Council, Chorley Borough Council and South Ribble Borough Council, working in close conjunction with the officers from the three councils producing the Core Strategy. However, the officers undertaking the SA were not responsible for production of the DPD, which ensured greater impartiality when testing was undertaken.

2.3.2 A separate exercise was also carried out to involve representatives from the LSP's in assessing the outcomes of the SA. Some 15 individuals were involved from a range of organisations and sectors in a workshop held in September 2008. Their conclusions concurred with those of the officers who produced the SA.

2.4 Who was consulted on the SA?

What the SEA Directive says:

"...the authorities which, by reason of their specific environmental responsibilities, are likely to be concerned by the environmental effects of implementing plans and programmes....shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report" (Article 5.4 and 6.3).

2.4.1 This section outlines who was consulted during preparation of this SA Report. It identifies that consultation has taken place with the relevant authorities when deciding on the scope and level of detail of the information to be included in the environmental report, meeting the requirements of the SEA Directive.

2.4.2 An initial Scoping Report was produced in March 2006. This underwent consultation for a period of five weeks with the four (at the time) designated SEA consultation bodies (Countryside Agency, English Heritage, English Nature & the Environment Agency). It was sent to neighbouring Local Planning Authorities, some additional relevant local organisations and was posted on each of the Council's websites.

2.4.2 A revised Scoping Report was produced in May 2008, which included reviews of the latest relevant plans and strategies, updated baseline information and a revised Sustainability Appraisal Framework. In order to meet the requirements of the SEA directive the three consultation bodies with environmental responsibility (Natural England, English Heritage, and the Environment Agency) were consulted on the scope and level of detail of the environmental information to be included in the SA Report for a period of five weeks.

2.4.3 As a result of the 2008 consultation, amendments have been made to:

- The SA Framework Objectives & Indicators
- The Review of Relevant Plans, Strategies and Objectives
- The Baseline Information
- Identified Sustainability Issues

- 2.4.5 Further consultation has taken place in relation to the Core Strategy Issues and Options Papers and the Preferred Core Strategy. Details of the consultations are outlined in Section 2.5. Consultation on the Publication Core Strategy will be carried out in June 2010.

2.5 **How and when was consultation carried out?**

What the SEA Directive says:

“The authorities [with relevant environmental responsibilities] and the public...shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme” (Article 6 (2)).

Consultation should also include:

“Other EU Member States, where the implementation of the plan or programmes is likely to have significant effects on the environment of that country” (Article 7)

“The environmental report, ...the opinions expressed [in responses to consultation] ...and the results of any transboundary consultationsshall be taken into account during the preparation of the plan or programme and before its adoption...” (Article 8).

- 2.5.1 This section outlines the approach taken to consultation in relation to the Core Strategy and identifies that the consultation procedures undertaken meet the requirements of the SEA Directive.
- 2.5.2 The first Central Lancashire Core Strategy Issues and Options Paper was published for consultation for a thirteen week period ending on 30th March 2007. Each option identified was tested against the SA Framework and was accompanied in the document by a SA testing summary table. Wide ranging consultation took place, including the production of a publicity leaflet, publication on the Central Lancashire website, publishing an article in the Lancashire Evening Post and local community newspapers, sending out questionnaires to local schools, holding public ‘drop in’ forums and specialist forums with stakeholders, local businesses and community groups.
- 2.5.3 Wide-ranging consultation took place on the second Issues and Options Paper between 2nd November and 31st January 2008. A SA commentary accompanied each option to help consultees make a more informed choice when selecting options.
- 2.5.4 A meeting of representatives of the thematic working groups of the Preston Strategic Partnership was held in September 2008, where their views were sought on the SA testing.
- 2.5.5 This SA Report was issued for consultation with the Preferred Core Strategy and has been updated to include assessment of a number of strategic sites for consultation on the Publication Core Strategy.
- 2.5.6 No other EU Member States have been consulted because implementation of policies in the Preferred Core Strategy will not have a significant effect on the environment of any neighbouring country.

2.6 **Provision of information on the decision**

What the SEA Directive says:

“when a plan or programme is adopted, the [environmental] authorities [and] the public... are informed and the following items [shall be] made available to those so informed: (a) the plan or programme as adopted, (b) a statement summarising how environmental considerations have been integrated into the plan or programme...[including] the reasons for choosing the plan or programme as adopted, in light of other reasonable alternatives dealt with, and (c) the measures decided concerning monitoring” (Article 9 (1))

- 2.6.1 This section outlines how information will be provided once the Core Strategy is adopted. The procedures undertaken will meet the requirements of the SEA Directive.
- 2.6.2 An adoption statement will be produced to accompany the adopted Core Strategy outlining how the findings of the full SA process have been taken into account and how sustainability considerations have been integrated into the Core Strategy. This statement will provide enough information to make clear any changes made to the Core Strategy as a result of the SA process and responses to consultation, or why no changes were made, or options were rejected. It will also provide information on how monitoring will be carried out during implementation of the Core Strategy. The Core Strategy, adoption statement and SA Report will be published on the Council websites and made available to the public in accordance with Regulations.

2.7 Difficulties encountered in compiling information or carrying out the assessment

- 2.7.1 There were no significant difficulties. Final ODPM guidance on SA was issued in November 2005. Therefore, until this time the required approach to SA was unclear. Work on the SA was necessary well before this time and therefore early stages of the process were produced in accordance with the ODPM SA Consultation Paper and Interim Advice Note on Frequently Asked Questions. Later stages were done in accordance with the finalised ODPM guidance. The lack of clear consistent guidance throughout the process has been a problem.

3. BACKGROUND

This chapter of the report covers the background to the SA.

3.1 Purpose of the SA and the SA Report

- 3.1.1 The Planning and Compulsory Purchase Act 2004 contains a statutory requirement for local planning authorities to undertake their functions with a view to contributing to the achievement of sustainable development. Sustainable development is often defined as **“development that meets the needs of the present without comprising the ability of future generations to meet their own needs”** (World Commission on Environment and Development). The Act requires SA to be undertaken for Regional Spatial Strategy (RSS) revisions and for new or revised DPDs and SPDs. This helps to ensure that they are prepared with the objective of contributing to the achievement of sustainable development.
- 3.1.2 The purpose of the SA is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of the Core Strategy. The SA undertaken highlights the likely significant effects of the Core Strategy and the extent to which implementation will help to achieve social, environmental and economic objectives.
- 3.1.3 This SA Report records the SA processes undertaken and is a key output of the appraisal process. It presents information on the likely significant effects of implementing the Core Strategy. The SA Report also shows how the SEA Directive’s requirements have been met. Components of the SA Report make up the Environmental Report for the purposes of the SEA Directive.
- 3.1.4 The Core Strategy is submitted to the Secretary of State for independent examination accompanied by the SA Report. The SA Report will be used as part of the evidence base, which will help to enable the Inspector to consider the soundness of the document.

3.2 Plan objectives and outline of contents

- 3.2.1 The Core Strategy sets out policies to enable the Council to undertake its responsibility to promote sustainable development through tackling social, environmental and economic issues.
- 3.2.2 The Core Strategy details a ‘vision’, which can be seen on page 2 of this report. A number of objectives were developed to achieve this vision.
- 3.2.3 In order to try to meet these objectives, this SA report tests the sustainability of the issues and options and preferred policies against the SA objectives.

3.3 Compliance with the Strategic Environmental Assessment Directive/Regulations

What the Strategic Environmental Assessment Directive says:

“...environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive.” (Article 12)

- 3.3.1 This section identifies how the requirements of the Strategic Environmental Assessment (SEA) Directive have been met in this SA.
- 3.3.2 The ‘European Strategic Environmental Assessment Directive’ (2001/142/EC) requires the assessment of the effects of certain plans and programmes on the environment. This is translated into UK law under the ‘Environmental Assessment of Plans and Programmes Regulations 2004’. This type of assessment is known as SEA and is necessary for DPDs and most Supplementary Planning Documents. The objectives of the SEA Directive are:

“to provide a high level of protection to the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.”

- 3.3.3 SEA focuses on environmental effects, but SA goes further by examining all of the sustainability related effects of plans, whether they are social, environmental or economic. The Government’s approach has been to incorporate the SEA requirements into the SA process to enable a single appraisal process to be undertaken. Therefore it is intended that the SA of the Core Strategy will meet the requirements of the SEA Directive.
- 3.3.4 The table at the start of this document sign-posts the components of the SA Report which make up the Environmental Report for the purposes of the SEA Directive.

4. SUSTAINABILITY OBJECTIVES, BASELINE AND CONTEXT

This chapter of the report covers the pre-production and evidence gathering stages of the SA.

4.1 Links to other policies, plans and programmes and sustainability objectives and how these have been taken into account

What the SEA Directive says:

The Environmental Report should provide information on:

- the “relationship [of the plan or programme] with other relevant plans and programmes.” (Annex 1 (a))
- “the environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.” (Annex 1 (e))

- 4.1.1 This section outlines how the Core Strategy and SA take account of other relevant policies and plans. The review of relevant plans, programmes and objectives establishes the relationship of the Core Strategy with other plans and programmes and identifies relevant environmental protection objectives at the international, EC and national level, in order to meet the requirements of the SEA Directive.
- 4.1.2 In order to develop a Framework for the SA it was important to review plans and programmes that may be relevant to the SA and to the Core Strategy in order to identify any social, environmental and economic objectives and targets contained within them that should be reflected in the SA process.
- 4.1.3 The process of reviewing relevant plans and programmes also helped to identify sustainability issues of relevance to the Core Strategy.
- 4.1.4 A number of plans and programmes have been identified and their implications for the Core Strategy and SA assessed. The plans and programmes reviewed include:
- International and EU level initiatives
 - National level policies and strategies such as Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs), White Papers and the UK Sustainable Development Strategy.
 - Regional level policies and strategies such as Regional Planning Guidance for the North West.
 - Other relevant social, environmental and economic plans and strategies at the county and local level.
- 4.1.5 Appendix 1 of the separate ‘Core Strategy Sustainability Appraisal - Evidence Gathering’ document outlines key relevant objectives from the plans, programmes and strategies and highlights their implications for the Core Strategy. Social, environmental and economic objectives, considerations and targets established at international, national and local levels have been taken account of in the preparation of the Core Strategy and are reflected in its vision, objectives and policies. The policies and advice in the Core Strategy aim to help facilitate development that will meet these objectives at the local level.

4.2 Description of the social, environmental and economic baseline characteristics

What the SEA Directive says:

The Environmental Report should provide information on:

- “relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.” (Annex 1 (b))
- “the environmental characteristics of areas likely to be significantly affected.” (Annex 1 (c))

- 4.2.1 The SA process involves predicting and assessing the likely effects of the Core Strategy options/policies. In order to be able to carry out this process it is important to collect information on the current and likely future state of the plan area.
- 4.2.2 The identification of baseline information also helps to identify sustainability problems in the area. For example, much of the data for Central Lancashire has been compared to data at the county, regional and national level. This enables specific problems to be identified and subsequently addressed through the plan and SA.
- 4.2.3 The collection of baseline data has fed into the development of the SA Framework as relevant objectives and indicators were developed based on the issues identified in the baseline data.
- 4.2.4 Appendix 2 of the separate ‘Core Strategy Sustainability Appraisal - Evidence Gathering’ document identifies the relevant environmental baseline conditions/characteristics in Central Lancashire and how they have changed over the years, where this information is available, in order to meet the requirements of the SEA Directive.
- 4.2.5 The Core Strategy aims to deal with the big spatial planning issues facing Central Lancashire, covering a wide range of topics, such as climate change, housing, economic growth, retailing, travel, biodiversity and health. Consequently a wide range of baseline information is of relevance. Appendix 2 of the separate ‘Core Strategy Sustainability Appraisal - Evidence Gathering’ document arranges the baseline data into social, environmental and economic issues. The data, where available, shows trends in order to establish whether the situation is getting better or worse. The data is also compared to achievements at other geographical levels and to targets set through plans and strategies to check how the three Central Lancashire authorities are performing and whether action needs to be taken to improve the situation. Appendix 2 of the Evidence Gathering document also discusses the likely evolution of a selection of key trends without implementation of the plan.
- 4.2.6 The SEA Directive requires that the SA Report provides information on the environmental characteristics of areas likely to be significantly affected. Although some of the Core Strategy options relate to particular locations or types of locations, other options are of relevance to all of Central Lancashire and are not specific to a particular site or area. Therefore, the baseline information in Appendix 2 of the separate ‘Core Strategy Sustainability Appraisal - Evidence Gathering’ provides information on environmental characteristics throughout the three authority areas.

4.3 Main social, environmental and economic issues and problems identified

What the SEA Directive says:

The Environmental Report should provide information on:

- “any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as designations pursuant to Directives 79/409/EEC and 92/43/EEC.” (Annex 1 (d))

4.3.1 The identification of relevant plans, programmes and objectives and the collection of baseline data has enabled sustainability issues and environmental problems to be identified, in accordance with the requirements of the SEA Directive. Appendix 3 of the separate 'Core Strategy Sustainability Appraisal - Evidence Gathering' document highlights key sustainability issues and environmental problems for Central Lancashire. The identification of sustainability issues and problems provides an opportunity to define key issues for the Core Strategy and to develop sustainable plan objectives and options.

4.4 Difficulties in collecting data and limitations of the data.

4.4.1 The baseline data collected was the most up to date data available. As more data has been released the baseline data will be updated, but some of the data available is not as up to date as would have been liked to make more precise judgements about the likely future state of Central Lancashire. For example, some data has been used from the 2001 Census where there is no more up to date information available.

4.5 The Sustainability Appraisal Framework, including objectives, targets and indicators.

4.5.1 The SA Framework contains objectives and indicators, which provide a methodological yardstick against which the social, environmental and economic effects of the Core Strategy can be tested.

4.5.2 The objectives and indicators are derived from social, environmental and economic objectives within plans and programmes at the international, national, regional and local level. The objectives in the SA Framework for the Regional Spatial Strategy for the North West form the basis for the objectives in the Central Lancashire SA Framework. Where necessary they have been modified to relate to the local level and relevant local sub-objectives, indicators and targets are identified, informed by the collection of baseline data and the identification of sustainability issues. The SA Framework is as follows:

Social

Core Strategy Theme	Objective	Sub-objective	Indicator
Housing	S1. To improve access to good quality and resource efficient housing including affordable housing.	Will it provide an appropriate mix of housing to meet the needs of all? Will it reduce the number of unfit and empty homes? Will it support the development of resource efficient housing?	Condition of housing stock. District's ranking within UK for % of unfit dwellings. No of affordable housing units granted permission/affordable housing completions. No of vacant properties. No of homeless. Average house prices. Concentrations of unfit dwellings. Housing completions. % of households living in affordable accommodation. Concentrations of households living in affordable accommodation.
Health & Wellbeing	S2. To improve health and wellbeing and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Will it promote healthier lifestyles and a better quality of life?	Health rating. Life expectancy at birth. Annual attendance for leisure centres. No of private facilities and membership numbers. % of households with 1 or more people with a limiting long term illness. % of residents that think over the last 3 years the health service has got better or stayed the same. % of population describing their health as 'not good'. No of young people joining local sports clubs. No of young people attending coaching activities/after school clubs/holiday activities. Main causes of premature death. No of lower level Super Output Areas (SOAs) in the 20% most deprived in terms of health and disability nationally. Number of new homes within 400m of green space.

Core Strategy Theme	Objective	Sub-objective	Indicator
Health & Wellbeing	S3. To reduce crime, disorder and the fear of crime.	Will it reduce actual levels of crime? Will it reduce the fear of crime?	Recorded crime rate for violence against the person. Recorded crime rate for sexual offences. Recorded crime rate for burglary/robbery. Recorded crime rate for theft of a motor vehicle. Recorded crime rate for theft from a motor vehicle. Fear of crime. % of residents who feel vandalism, graffiti and other deliberate damage to property or vehicles is a very big or fairly big problem in their area. Racial crime concentrations. Racial crime reported. Wards that suffer from most crime. No of lower layer SOAs in 20% most deprived re: crime & disorder
Travel	S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Will it reduce private motor vehicle traffic? (car, taxi, motorbike) Will it improve access to and opportunities for walking, cycling and the use of public transport?	% of population who travel to work by private motor vehicle. % of population who travel to work by foot. % of population who travel to work by bicycle. % of population who travel to work by public transport. % of population who travel to work by train, tram or rail. % of residents who think over the last three years the level of traffic congestion has got better or stayed the same. % of residents who think that for their local area, over the past 3 years, that public transport has got better or stayed the same. % of households without a car. Proportion of housing developments providing cycleways or footpath connections. Settlements not within 1km of 5 basic services.

Environmental

Core Strategy Theme	Objective	Sub-objective	Indicator
Biodiversity and the Natural and Built Environment	EN1. To protect, enhance and manage biological and geological assets.	Will it protect and enhance biodiversity and Sites of Geological Importance? Will it protect and enhance habitats and species, provide opportunities for new habitat creation and reverse the fragmentation of wildlife corridors? Will it protect and enhance the accessibility of the landscape?	No of Regionally Important Geological Sites. No of habitats with Habitat Action Plans included in Lancashire's Biodiversity Action Plan? No of species with Species Plans included in Lancashire's Biodiversity Action Plan? No of SSSI's The % of SSSI ha which is found to be in favourable condition. No of designated nature/geological sites adversely affected by development. Area of the borough that is Greenbelt. Landscape character types. No of advertised departures approved as a % of total permissions in the Greenbelt.
Biodiversity and the Natural and Built Environment	EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape, parks and gardens and their settings?	No of buildings on the 'at risk' register, Grade I & Grade II*. No of ancient scheduled monuments. No of sites on the Register of Parks and Gardens. No of Conservation Areas. No of Conservation Areas with up to date appraisals. No of listed buildings. No of other listed buildings at risk. Change in the extent and quality of landscape character areas.
Climate Change, Energy & Resource Use	EN3. To tackle climate change and make the most sustainable use of the earth's resources.	Will it contribute to the ability to adapt to the impact of climate change? Will it maximise the production and/or use of renewable energy? Will it increase energy efficiency? Will it enable reuse of land or resources?	No of planning applications that include capacity for energy production from renewable sources. SAP (Standard Assessment Procedure) energy ratings of new dwellings. SAP ratings for Council houses. Average annual domestic consumption of gas in kWh. Average annual consumption of electricity in kWh. Daily domestic water use (per capita consumption, litres). Amount of contaminated land remediated to suitable use. Proportion of new housing built on previously developed land. Proportion of land that is derelict. Proportion of previously developed land available for reuse that is derelict (ha). Proportion of new homes achieving a 'good' Building for Life rating by 2016, and 'very good' by 2021. Proportion of non-residential developments achieving a score of 3 in the Places Matter assessment, increasing to 4 by 2021.
Climate Change, Energy & Resource Use	EN4. To manage flood risk and the impacts of flooding.	Will it reduce or manage flooding?	No of flood warning areas. No of planning permissions permitted contrary to advice given by the Environment Agency where the objection has been on flood grounds. No of developments including SUDs.

Core Strategy Theme	Objective	Sub-objective	Indicator
Climate Change, Energy & Resource Use	EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Will it maintain and enhance ground and surface water? Will it maintain and improve local air?	Compliance with river quality data targets. No of Air quality Management Areas. Sulphur Dioxide levels. Nitrogen Dioxide levels.

Economic

Core Strategy Theme	Objective	Sub-objective	Indicator
Economic Growth & Employment	EC1. To encourage sustainable economic growth and employment	Will it reduce economic disparities? Will it improve the quality of employment opportunities within the region? Will it attract new businesses? Will it help in key growth areas?	Unemployment figures. Employment levels. Employment deprivation for SOAs (%). Rank of the average Indices of Multiple Deprivation Super Output Area scores relative all district, unitary and metropolitan areas (scale 1 = most deprived, 354 = least deprived). % of population claiming unemployment related benefits by ward. % of people income deprived. Average household income. % of working population that is economically active. No of businesses registered for VAT. Growth in key business sectors. Business registrations per 10,000 resident adults in 2003. Proportion of vacant ground floor units. Proportion of vacant ground floor units in district, neighbourhood and local centres. % of residents who think that for their local area, over the past 3 yrs, job prospects have got better or stayed the same. % of residents who think that for their local area, over the last 3 yrs, wage levels and local cost of living has got better or stayed the same. Gross Added Value (GVA) per head. Registered business stock by sector. Business survival rates. Proportion of premises in employment use being approved for employment re-use compared to other uses permitted on sites over 0.2ha.
Skills & Economic Inclusion	EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	Will it increase the levels of participation and attainment in education? Will it reduce unemployment, especially in low performing areas?	% of population aged 16-74 with highest qualification- NVQ level 4/5. % of population aged 16-74 with no qualifications. % of the population whose highest qualification is 5 GCSE's Grade A*-C (or equivalent) % of adult population with poor literacy skills. % of adult population with poor numeracy skills
Sustaining the Rural Economy	EC3. To sustain and encourage appropriate growth of rural businesses.	Will it improve the quality of the rural environment?	No of rural diversification projects granted permission. Average annual take up of land (ha) for business/industrial purposes. Take up of additional employment land. Proportion of premises in employment use being approved for employment re-use compared to other uses permitted on sites over 0.2ha.
Retail & Tourism	EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	Will it improve the quality of the built and historic environment?	No of major new retail, office and leisure developments permitted (over 1000 sq m).

4.5.3 The objectives are statements of what is intended and specify a desired direction of change. They are sub-divided into social, environmental and economic objectives as most appropriate, but it is recognised that a number of the objectives are cross cutting and have social, environmental and economic implications. Each objective has indicators, which measure progress in achieving the objective.

4.5.4 The SA objectives have been tested against each other to ensure that they are all consistent with each other. Figure 4.1 shows the consistency of the objectives. No inconsistencies were found; therefore no changes were made to the objectives as a result of this testing.

Figure 4.1: SA Objectives Compatibility Matrix

1													
2	✓												
3	✓	✓											
4	✓	✓	✓										
5	✓	-	-	-									
6	✓	✓	-	✓	✓								
7	-	✓	-	✓	✓	✓							
8	✓	✓	✓	✓	✓	✓	✓						
9	✓	-	✓	✓	-	-	-	-					
10	✓	-	-	✓	✓	-	✓	-	✓				
11	-	-	-	-	✓	-	-	-	✓	-			
12	-	-	-	-	-	-	-	-	✓	-	✓		
13	-	-	-	-	-	-	-	-	✓	-	✓	✓	
	1	2	3	4	5	6	7	8	9	10	11	12	13

Key
1 - 13 SA Objectives
✓ Compatible objectives
- No link between objectives

5. **CORE STRATEGY ISSUES AND OPTIONS**

This chapter of the report covers the production stage of the SA, which involves the identification, and comparison of options and the selection of Preferred Options.

5.1 **Main strategic options considered and how they were identified**

What the SEA Directive says:

The Environmental Report should provide:

- “an outline of the reasons for selecting the alternatives dealt with.” (Annex 1 (h))

- 5.1.1 This section identifies the Core Strategy options considered for each objective and how they were identified which meets the requirements of the SEA Directive.
- 5.1.2 The first stage of consultation on the Core Strategy was the Issues and Options Paper published in November 2006 which commenced a debate about the big planning issues in the local authority areas of Preston, Chorley and South Ribble and the possible options for dealing with them. Responses to this identified that more work needed to be done to develop possible options for the development of the area. In particular, the roles of different places needed to be looked at more closely and how different approaches or policies might guide the future planning of these places.
- 5.1.3 In November 2007 a second Issues and Options Paper was consulted on. This set out 3 spatial options for locating future growth and investment.
- 5.1.4 The Core Strategy objectives were tested against the SA objectives to ensure that they are in accordance with sustainability principles. As the Core Strategy objectives were the same as those for the SA no conflicts were identified. The Core Strategy objectives were however amended at the publication stage to be more locationally specific. The testing of the SA Objectives with the revised Core Strategy Objectives is set out below. No possible conflicts are identified.

Figure 5.1: Matrix for Comparing SA Objectives and Core Strategy Objectives

Key: ✓ positive compatible ✕ possible conflict ○ neutral / no link

CORE STRATEGY OBJECTIVES	SA OBJECTIVES												
	S1	S2	S3	S4	EN1	EN2	EN3	EN4	EN5	EC1	EC2	EC3	EC4
SO1	✓	✓	○	✓	✓	✓	✓	✓	✓	✓	○	✓	✓
SO2	✓	✓	/	✓	○	○	○	○	○	✓	/	✓	○
SO3	✓	✓	○	✓	✓	✓	✓	✓	✓	✓	/	✓	✓
SO4	✓	✓	/	✓	○	○	○	○	○	✓	/	✓	○
SO5	✓	○	○	✓	○	○	○	○	○	✓	/	✓	○
SO6	✓	✓	○	✓	○	✓	✓	○	✓	/	/	/	/
SO7	✓	✓	✓	✓	○	✓	✓	○	○	✓	/	/	/
SO8	✓	○	○	✓	○	○	○	○	○	/	/	/	/
SO9	○	✓	○	○	○	○	○	○	○	/	/	/	/
SO10	/	✓	/	✓	○	○	✓	○	✓	✓	○	✓	/
SO11	/	✓	✓	✓	/	/	✓	✓	✓	✓	/	✓	✓
SO12	/	✓	✓	✓	○	○	○	○	○	○	/	✓	✓
SO13	/	/	/	✓	/	/	✓	/	✓	✓	/	✓	✓
SO14	/	✓	/	✓	/	/	✓	/	✓	✓	✓	✓	/
SO15	✓	/	✓	/	/	✓	/	/	/	/	/	/	/
SO16	/	/	/	/	✓	✓	/	/	/	/	/	/	/
SO17	✓	✓	/	/	✓	✓	✓	✓	✓	/	/	/	/
SO18	✓	✓	✓	/	✓	✓	/	/	/	/	✓	/	✓
SO19	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	/	✓
SO20	✓	✓	✓	/	/	/	/	/	/	/	✓	/	/
SO21	✓	✓	/	✓	/	/	✓	✓	✓	✓	/	✓	/
SO22	✓	✓	/	✓	✓	✓	✓	✓	✓	✓	/	/	/
SO23	✓	✓	/	✓	/	/	✓	✓	✓	✓	/	/	/
SO24	✓	✓	/	✓	✓	✓	✓	✓	✓	✓	/	/	/

5.2 Comparison of the social, environmental and economic effects of the options

What the SEA Directive says:

“... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.” (Art. 5.1)

The Environmental Report should provide:

- “...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.” (Annex 1 (h))

5.2.1 This section identifies how each option was tested against the SA Framework and identifies, describes and evaluates any significant effects the alternative options have on the SA objectives. Any difficulties there were in carrying out the testing are also identified, meeting the requirements of the SEA Directive.

Issues and Options Paper, November 2006

5.2.2 Once the objectives for the Core Strategy were determined, initial issues and options were decided for each objective. Between July and September 2006, these issues and options were tested against the SA Framework in order to predict their likely social, environmental and economic effects. The process is recorded in Appendix 1. The following scale was used for the assessment:

+	Minor positive	++	Major positive
-	Minor negative	--	Major negative
0	Neutral	/	No link

Major negative and major positive are considered to be significant effects.

5.2.3 The option testing was undertaken by planning policy officers from the three Central Lancashire authorities, ensuring a range of local knowledge. To gain wider expertise on the potential impacts of the options, a SA workshop was also held with representatives of the Preston Strategic Partnership. Therefore, there were relatively few difficulties encountered when undertaking the assessment.

Issues and Options Paper 2 - Spatial Options, November 2007

5.2.4 Responses to the first Issues and Options Paper showed that further work needed to be done to develop possible options for the development of the area, in particular looking more closely at the roles of different places within Central Lancashire, how they relate to each other and how different approaches or policies might guide the future planning of these areas.

5.2.5 As a result a second Issues and Options Paper was published in November 2007, which set out three possible options for the spatial development of Central Lancashire up to 2026 focussing on how new growth and investment should be spread between towns and villages in the area. These expanded upon the issues and options set out in Theme 1: Locating New Development in Issues and Options Paper 1.

5.2.6 Between August and September 2007 these three spatial options were tested against the SA Framework in order to predict their likely social, environmental and economic effects. This process is recorded in Appendix 2. The scale above that was used to test the issues and options in Issues and Options Paper 1 was also used to test the spatial options.

5.2.7 The spatial option testing was undertaken by planning policy officers from the three Central Lancashire authorities, ensuring a range of knowledge.

5.3 How social, environmental and economic issues were considered in choosing the preferred options

5.3.1 Appendix 1 sets out the testing of all the issues and options and includes a recommendation for each issue as to what the most sustainable options are. The results of the SA testing were used to inform the choice of preferred options. The testing of the spatial options in Issues and Options Paper 2 is set out in Appendix 2 along with recommendations as to the most sustainable approach.

5.4 Why other options were rejected

5.4.1 The purpose of the comparison of social, environmental and economic effects of the alternative options is to identify which options are the most sustainable overall in relation to the SA objectives. The options that were rejected were done so as they would have some negative impacts or less significant positive social, environmental and economic impacts.

5.4.2 Appendix 3 demonstrates why options were selected as preferred options and why others were rejected. For each preferred option it identifies the issues and options considered and which options were recommended through the SA. An explanation is then given of why options have been selected or rejected.

5.5 Proposed mitigation measures

What the SEA Directive says:

The Environmental Report should provide information on:

- “The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.” (Annex 1(g))

5.5.1 This section identifies mitigation measures applied in preventing, reducing or offsetting any adverse effects the alternative options might have, and therefore meets the requirements of the SEA Directive.

5.5.2 The SEA Directive requires information to be provided on any mitigation measures envisaged to prevent, reduce or offset any adverse effects the options might have. In order to meet the requirements of the Directive mitigation measures have been considered in the testing associated with Chapters 6 and 7 of this SA Report.

6. PREFERRED CORE STRATEGY POLICIES

This chapter of the report predicts and evaluates the likely effects of the options chosen for the Preferred Core Strategy in more detail. It also considers ways of mitigating any adverse effects that the policies may have and proposes measures to monitor the significant effects of implementing the policies.

6.1 Significant social, environmental and economic effects of the Preferred Core Strategy Policies

What the SEA Directive says:

“... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.” (Art. 5.1)

The Environmental Report should provide information on:

- “The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.” (Annex 1 (f))

6.1.1 This section identifies and further describes and evaluates the likely significant effects of the Preferred Core Strategy policies in relation to the SA Framework objectives. This includes the likely significant effects on the environmental issues listed above, in accordance with the SEA Directive.

6.1.2 The social, environmental and economic effects of the policies have been predicted and evaluated in more detail in this section. This has been done by:

- identifying changes to the sustainability baseline, which are predicted to arise from implementing the DPD policies;
- describing these changes in terms of their magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative and identifying any assumptions made and identifying the significance of the effects.
- Identifying the significance of the effects

6.1.3 The SEA Directive requires assessment of the significant effects of a plan or programme on a range of environmental issues. The impact of the Preferred Core Strategy policies on these issues has been assessed, as these issues have been incorporated into the SA Framework objectives, as indicated in Figure 6.1.

Figure 6.1: How Environmental Issues Required to be Assessed by the SEA Directive have been Incorporated into SA Objectives

SEA Issues Covered	SA Objectives
Biodiversity, Fauna & Flora	EN1 To protect, enhance and manage biological and geological assets.
	EN2 To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.
	EN3 To tackle climate change and make the most sustainable use of the Earth's resources.
	EN5 To protect and enhance water resources and minimise pollution of water, air and soil.

SEA Issues Covered	SA Objectives	
Population & Human Health	S1	To reduce the need to travel and improve transport accessibility in sustainable ways.
	S2	To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.
	S3	To reduce crime, disorder and the fear of crime.
	S4	To improve access to good quality and resource efficient housing including affordable housing.
	EC1	To encourage sustainable economic growth and employment.
	EC2	To improve the skills of both the current and future workforce and develop skills.
	EC3	To sustain and encourage appropriate growth of rural business.
	EC4	To maintain and improve retail and related services.
Soil, Water, Air & Climatic Factors	S1	To reduce the need to travel and improve transport accessibility in sustainable ways.
	EN1	To protect, enhance and manage biological and geological assets.
	EN3	To tackle climate change and make the most sustainable use of the Earth's resources.
	EN4	To manage flood risk and the impacts of flooding.
	EN5	To protect and enhance water resources and minimise pollution of water, air and soil.
Material Assets & Cultural Heritage	EN2	To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.
Landscape	EN2	To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.

6.1.4 Appendix 5 outlines the evaluation and prediction of the likely effects of the Preferred Core Strategy policies. The results are summarised below.

Figure 6.2: Summary of likely effects of Preferred Core Strategy Policies

Policy	Social Effects	Environmental Effects	Economic Effects
PCS1	This policy should have a significant positive impact in terms of the provision of resource efficient housing because developing on brownfield land makes the most efficient use of available land. It is likely to have positive impacts on health and wellbeing and access to services as well as reducing the need to travel.	There are significant positive effects on protecting landscape character, the sustainable use of resources and meeting climate change targets. There are no clear links in relation to protection of biological assets and protection and enhancement of water resources.	There are significant positive effects in terms of encouraging sustainable economic growth and employment - particularly as the policy focuses growth and investment on brownfield sites in key service centres. The scale of growth will be proportionate to the size of the centre and in rural areas the growth will be sensitive and within the built up areas of the villages.
PCS2	This policy should have a significant positive effect in terms of providing sustainable housing and through the re-use of existing buildings. There is uncertainty or no obvious link with health, reduction in crime and the reduced need to travel.	There are significant positive environmental effects relating to climate change and setting/meeting targets. There are no obvious links with other environmental objectives.	There are positive effects in respect of encouraging sustainable economic growth through a criteria based policy which encourages new building design and layout to minimise energy use and maximise energy efficiency. Buildings will be expected to meet the BREEAM standards. There are no clear links with improving retail services or improving workforce skills
PCS3	This policy should have a significant positive effect in terms of providing sustainable housing and through the re-use of existing buildings. There is uncertainty or no obvious link with health, reduction in crime and the reduced need to travel.	There are significant positive effects upon protecting and enhancing biological assets and climate change through reducing the carbon footprint and the use of renewable and low carbon energy schemes. There are no clear links with the remaining environmental objectives.	There are no clear links with the economic objectives in relation to climate change, energy and resources.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS4	There are no clear links with the social objectives in relation to water quality and flood risk. It is, however, important that the location of new housing avoids areas subject to flood risk.	Improving water quality has significant positive effects on the riparian and flood plain environment because these are areas that often have a high biodiversity value. Managing pollution levels also has a significant positive effect on biodiversity. Sustainable use of the earth's finite resources also has a significant positive effect on climate change. There are no obvious links with landscape character.	There are no clear links with economic objectives in relation to water quality.
PCS5	This policy should have significant positive effects through reducing the need to travel and the reduced use of motorised transport. Improvements to air quality also have significant positive impacts on health and wellbeing. There is no link with reduction in crime and improved access to affordable housing.	There are no clear links with improving air quality and the environmental objectives.	There are no clear links with economic objectives, although the encouragement of new employment development in existing centres which are well served by public transport and accessible by bicycle and foot could encourage/help reduce the reliance on the private car and hence a reduction in vehicular emissions.
PCS6	There are no clear links between the policy and social objectives.	There are significant positive effects in respect of protecting the earth's most valuable resources through preventing the loss of the best and most versatile agricultural land. There are no clear links with the remaining other environmental objectives.	There are no clear links with protecting the best and most versatile agricultural land other than new development will be located on brownfield sites within the key service centres.
PCS7	There are significant positive effects on all social objectives, particularly in respect of providing better quality housing. It is unclear whether there are any links between the policy and provision of sustainable transport.	There are significant positive effects in respect of environmental objectives relating to enhancing landscape character and tackling climate change through the re-use and improvement of the existing housing stock. There may be minor positive links with the remaining environmental objectives.	This policy may have a positive effect on sustainable economic growth as economic activity in deprived areas could be boosted through improvements to housing.
PCS8	There are significant positive effects on provision of housing to meet identified housing needs. The location for new housing is in accessible locations and should reduce the need to travel. It is uncertain whether there are any links with the social objective of reducing crime. Higher standard housing should be more beneficial for health and wellbeing.	There are significant positive effects in respect of delivering 70% housing on brownfield land, mixed use sites are encouraged to reduce the need to travel and use of resources and a high standard of design will be beneficial to townscape character.	This policy should help to sustain economic growth and employment by encouraging mixed-use sites which would service the needs of the local area.
PCS9	There are significant positive effects on social objectives relating to the provision of sites for affordable housing and special needs housing, which is beneficial to health and wellbeing. There is no clear link with the reduction in crime and sustainable transport objectives.	There are no significant environmental effects relating to this policy.	The policy has significant positive effects relating to the provision of affordable housing in rural areas. Rural businesses require housing for their staff, so it is vital that there is sufficient affordable housing provision in rural areas. There are potential conflicts, where the high percentage requirements will affect the viability of some schemes.
PCS10	This policy would have social benefits if any sites were allocated as it would enable gypsies and travellers to have access to a place to live within close proximity of services.	There are no obvious environmental effects as the policy ensures that impact on surrounding areas and the wider landscape is taken into account when considering sites.	There are no obvious economic effects relating to this policy.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS11	This policy should have significant positive effects on all social objectives as focussing employment development in existing urban areas will reduce the need to travel and provide better access to jobs.	This policy should have significant positive environmental effects as focussing employment development within existing urban areas will protect the countryside from development and provide employment in sustainable locations, which can be accessed by more sustainable modes of transport.	There will be significant positive economic effects in relation to encouraging sustainable economic growth and improving access to jobs.
PCS12	There are significant positive effects upon health and wellbeing by providing training opportunities and improving skills for people, particularly those in deprived areas. It is unclear whether there are any obvious links with the other social objectives.	There are no obvious links with environmental objectives and the policy.	There are significant positive effects relating to developing skills through training opportunities and equipping the future workforce with the skills and knowledge to meet the demands of modern job markets.
PCS13	There are significant positive effects upon health and wellbeing by increasing facilities and rural services. Locating certain rural business in the urban fringe will have a positive effect on reducing the need to travel by being located close to urban areas where there are good public transport links. It is uncertain whether there are any links with the social objectives relating to the provision of housing and the reduction in crime.	There are some links with protecting the landscape and tackling climate change as growth of rural businesses will provide services for local residents reducing their need to travel.	There are significant positive effects relating to supporting rural businesses and the rural economy through diversification and appropriate alternative uses of farm buildings, which create employment opportunities for local people living in the area. Tourism developments will help to boost the rural economy by bringing visitors in who spend money in the local area.
PCS14	There are significant positive effects from promoting mixed uses in our urban centres, particularly improving the accessibility of such locations and creating multi-function centres, which help reduce the need to travel. There are positive effects relating to the reduction in crime and improving health and wellbeing by ensuring that access to services and facilities is good. Improving vitality and viability of town centres would hopefully include a degree of crime reduction and surveillance measures.	There are significant positive effects on protecting, enhancing and conserving the historic character and townscape of Preston City Centre. Many of the various heritage assets have been incorporated into the Tithebarn projects. Investment in Chorley and Leyland Town Centres will also be required to respect the character of the respective areas. There are no links with the remaining environmental considerations.	There are significant positive effects from promoting mixed uses in key service centres offering employment opportunities in retail and a range of associated services.
PCS15	There are positive effects upon health and well-being in respect of upgrading and improving healthcare facilities and in helping reduce the need to travel by improving public transport links with the location of health facilities. It is uncertain if there is any link with housing provision.	There are no obvious links with environmental objectives and the policy.	There are no clear links with economic objectives and the policy.
PCS16	There are positive effects of locally based sport and recreation provision on the health and wellbeing of the community and in respect of public transport links. Locally based sports facilities will encourage people to adopt healthier lifestyles and ensure these are accessible to all. There are no clear links with housing provision and reduction in crime.	There are significant positive effects on protecting sports and recreation facilities and particularly those which have a positive impact on townscape character. There are no issues concerning the remaining environmental issues, apart from some sports activities may be suitable uses in the flood plain.	There are no clear links with economic objectives and the policy. However, new sport and leisure facilities should enhance opportunities for tourism and recreational pursuits.
PCS17	There are significant positive social effects as people will have better access to community facilities, which in turn may lead to reduced levels of crime.	There are no clear links with environmental objectives and the policy.	There are no clear links with economic objectives and the policy.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS18	There are significant positive effects upon crime and prevention of crime by virtue of securing 'Secured by Design' Principles and provision of locally based leisure facilities, which are accessible by public transport. There are no significant links with the provision of housing.	There are no clear links with environmental objectives and the policy.	There are no obvious links with environmental objectives and the policy. However, the option supports the provision of leisure facilities, and encourages mixed uses in town centres (retail and leisure).
PCS19	There are significant positive effects locating culture and entertainment facilities in town centres which are accessible by a variety of sustainable transport means. The presence of CCTV in such locations will have a positive impact on the reduction of crime. There are no obvious links with the provision of housing.	There are no obvious links with environmental objectives and the policy.	There are no obvious links with economic objectives and the policy.
PCS20	There are significant positive effects of locating educational establishments in areas that are accessible by a variety of sustainable transport means. Priority given to schools in deprived areas will have a positive contribution towards improving health and wellbeing. There are no links with the provision of housing.	There are no obvious links with environmental objectives and the policy.	There are no obvious links with economic objectives and the policy.
PCS21	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links with biodiversity and economic objectives. Potential conflicts could arise where sites for employment use may have biodiversity value. This sort of issue should be dealt with at the detailed planning application stage.
PCS22	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may have high landscape value. This sort of issue should be dealt with at the detailed planning application stage.
PCS23	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may have a particular landscape character, which needs to be protected from inappropriate development. This sort of issue should be dealt with at the detailed planning application stage.

Policy	Social Effects	Environmental Effects	Economic Effects
PCS24	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects whereby the character and distinctiveness of settlements are protected. Unacceptable development will be minimised. Landscape character is protected as part of this policy objective.	There are positive effects of the policy whereby maintaining the unique character of settlements will help encourage inward investment and appropriate rural businesses to locate in the area.
PCS25	There are significant positive effects upon health and wellbeing in relation to protecting and enhancing biological and geological assets by ensuring that green infrastructure and countryside is available to all to enjoy. This will provide recreational opportunities and encourage people to adopt healthy lifestyles.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	Protecting and enhancing green infrastructure can help make the area a more attractive place to invest. Additionally, the Regional Park will provide tourist, recreation and leisure opportunities and associated retail investment where there are visitor attractions, such as cafes and gift shops.
PCS26	There are significant positive effects upon health and wellbeing in relation to the protection of natural and built assets. Protection of heritage assets provides people with a sense of place and provides cultural interest and local identity. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	There are no obvious links between improving environmental infrastructure and economic objectives. Potential conflicts could arise where sites for employment use may affect the character of the built environment, say a listed building or archaeological site, or affect the natural landscape, which needs to be protected from inappropriate development. These issues should be dealt with at the detailed planning application stage.
PCS27	There are significant positive effects on ensuring that new buildings respect the character of the area. They provide people with a sense of place and local identity, together with a cultural and historic interest. There are no clear links with the remaining social objectives.	There are significant positive effects on biodiversity and the protection of biodiversity assets and landscape character. The policy objective seeks to improve environmental infrastructure and the green network and minimise impact on landscape character.	Potential conflicts could arise where new buildings may affect the character of the environment and the townscape. These issues should be dealt with at the detailed planning application stage and development which has a potentially detrimental impact on the character of a town or village, for example. These issues should be dealt with at the detailed planning application stage.
PCS28	There are significant positive effects upon health and wellbeing by providing better and improved access to facilities. In addition, walking and cycling can improve health and encourage healthier lifestyles. There are no links with crime reduction or the provision of housing.	On the whole there are significant positive effects relating to travel. Providing a range of more sustainable travel options should reduce the need to travel and help reduce reliance on the private car. There is potential tension whereby improvements to the road network could encourage greater use of the private car. There are no links with managing flood risk.	There are significant positive links with travel objectives through encouraging more flexible business practices, car sharing, providing facilities for more sustainable modes of travel (cyclist and pedestrians) and implementing bus park and ride closest to Preston City Centre. Improved travel measures should benefit other business sectors such as leisure and retailers.
PCS29	There are no significant social effects.	There are no significant environmental effects.	There are no significant economic effects.

6.2 Cumulative Effects of Preferred Policies

6.2.1 The cumulative effects of the Preferred Core Strategy policies have been assessed to ensure that no negative cumulative effects would arise from adopting them. Appendix 6 sets out this assessment and identifies that there would be many significant positive cumulative effects as the preferred policies work well together and complement each other. No negative cumulative effects have been identified.

6.3 How social, environmental and economic problems were considered in developing the policies and proposals

6.3.1 Throughout the Core Strategy preparation process the alternative options have been tested thoroughly against the SA objectives to identify those that are likely to have the most social, environmental and economic benefits.

6.4 Proposed mitigation measures

What the SEA Directive says:

The Environmental Report should provide information on:

- “The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.” (Annex 1(g))

6.4.1 This section deals with mitigation measures to reduce, prevent and offset any significant adverse effects the policies might have, and therefore meets the requirements of the SEA Directive.

6.4.2 As part of the evaluation and prediction of the likely effects of the Preferred Core Strategy Policies in Appendix 5, recommendations were made for mitigation measures where relevant. No significant adverse effects have been identified however these mitigations measures relate to ways of improving or strengthening the preferred policies. They are set out below.

Figure 6.3: Proposed Mitigation Measures

Preferred Policy	Mitigation Measures
PCS1: Locating Growth and Investment	<ul style="list-style-type: none"> ▪ Ensure management of effect of development on biological and geological assets. ▪ Work with organisations such as CABI to ensure benefits from investment in the built environment and from concentrating development in locations that protect landscape character are achieved. ▪ Positive effects on climate change could be strengthened by linking to the development pattern with high quality design. ▪ Issues around air quality management and SuDS should be addressed. ▪ Monitor compliance with PPS7.
PCS7: Existing Housing Stock	<ul style="list-style-type: none"> ▪ Social issues should be addressed as part of a strategic housing renewal focus.
PCS8: New Housing	<ul style="list-style-type: none"> ▪ Positive effects on climate change could be strengthened by linking to the development pattern with high quality design. ▪ Issues around air quality management and SuDS should be addressed. ▪ Monitor compliance with PPS7.
PCS9: Affordable Housing	<ul style="list-style-type: none"> ▪ Links to design standards are key to achieving positive effects on townscape. ▪ Requires positive introduction of SuDS into affordable housing schemes.
PCS11: Economic Growth and Employment	<ul style="list-style-type: none"> ▪ Ensure management of effect of development on biological and geological assets. ▪ Work with organisations such as CABI to ensure benefits from investment in the built environment and from concentrating development in locations that protect landscape character are achieved. ▪ Positive effects on climate change could be strengthened by linking to the development pattern with high quality design. ▪ Issues around air quality management and SuDS should be addressed. ▪ Monitor compliance with PPS7.
PCS21-27: Biodiversity and the Natural and Built Environment	<ul style="list-style-type: none"> ▪ Guidance on appropriate design needs to be in place.
PCS28: Travel	<ul style="list-style-type: none"> ▪ Ensure that improvements to the road network only take place once improvements to public transport, cycling and walking facilities have been implemented. ▪ Ensure that improvements to the road network are designed so they have minimal impact on the surrounding area and any damage is repaired or replaced.

6.5 Uncertainties and risks

- 6.5.1 As part of the work on identifying the significant social, environmental and economic effects of the policies, assumptions have been made about which indicators they will have a significant effect on. These assumptions are based on knowledge and information available. In practice these assumptions may not be completely accurate and there is a risk that some currently unforeseen adverse effects may arise.
- 6.5.2 Monitoring of relevant indicators will ensure that the effects of implementing the Core Strategy are continuously monitored and recorded. If any adverse effects are identified through monitoring, actions will be taken to overcome these adverse effects. More information on monitoring is available in section 8.2.

7. APPRAISAL OF SIGNIFICANT CHANGES

7.1 Appraisal of Changes Made at Publication Stage

7.1.1 Following the consultation of the Preferred Core Strategy, a number of changes were proposed in the Publication Core Strategy. This section assesses the proposed changes to the Preferred Core Strategy.

Policy 1: Locating Growth - Assessment of Changes to Strategic Site/Location Allocations

Strategic sites considered and how they were identified

What the SEA Directive says:

The Environmental Report should provide:

- “an outline of the reasons for selecting the alternatives dealt with.” (Annex 1 (h))

7.1.2 The Preferred Core Strategy (Policy PCS1) put forward a number of strategic sites, most of which referred to existing strategic sites. It was considered necessary to carry out additional research on the suitability and deliverability of each of these sites before the Publication Core Strategy was prepared. This was also a timely opportunity to investigate the inclusion of other potential strategic sites, which had emerged throughout the consultation period, including site suggestions made by landowners, developers and other members of the community.

7.1.3 In total fourteen possible strategic sites or locations were identified and were considered to represent all reasonable options available.

Comparison of the social, environmental and economic effects of the strategic sites

What the SEA Directive says:

“... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.” (Art. 5.1)

The Environmental Report should provide:

- “...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.” (Annex 1 (h))

7.1.4 Each of the fourteen strategic sites identified was subjected to a criteria based assessment. This assessment is set out in the ‘Strategic Sites and Locations Assessment’ document, which helped to inform the selection of strategic sites. This assessment has also been reproduced in Appendix 8.

7.1.5 Each site was also tested against the SA Framework in order to predict its likely social, environmental and economic effects. The findings of the ‘Strategic Sites and Locations’ document, as set out in Appendix 8, informed this testing. The following scale was used for the assessment:

+	Minor positive	++	Major positive
-	Minor negative	--	Major negative
0	Neutral	/	No link

Major negative and minor positive are considered to be significant effects.

7.1.6 The testing of the strategic sites was carried out by planning policy officers from the three Central Lancashire authorities, ensuring a range of local knowledge. Appendix 7 sets out this testing. The outcomes of this testing are summarised below in table 7.1 along with a recommendation as to whether the site is sustainable, is unsustainable or is currently unsustainable but has the potential to become sustainable through mitigation measures such as improved public transport to the site.

Figure 7.1: Summary of Sustainability Appraisal Testing of Strategic Sites

Strategic Site	Potential Use	Sustainability of Site	Comments
Buckshaw Village	Mixed	SUSTAINABLE	Site has good public transport links with bus services running through the site and planning permission for a railway station. The site also has planning permission for a supermarket, doctor's surgery and primary school to serve the needs of the residents on the development. Other facilities can be accessed in Chorley and Leyland town centres, which are less than 2.7km away and easily accessible by bus and rail (when the station is developed). The good public transport links and proximity to a motorway junction also make this a good site for employment development.
Cottam Hall	Mixed	SUSTAINABLE	Site has reasonable transport links with fairly frequent bus services running in close proximity to the site. Cottam is located on the fringe of the Preston urban area, and as such employment development in this location would serve to encourage sustainable economic growth, provide local jobs, and potentially support the growth of the rural economy. The comprehensive development planned for the area includes a number of measures to further improve the accessibility of the site (including a new railway station and a defined public transport route) and the provision of basic services in the area (including public health facilities, schools and retail uses).
Former Whittingham Hospital	Mixed	POTENTIAL TO BECOME SUSTAINABLE THROUGH MITIGATION MEASURES	Site has moderate public transport links, although the nearest bus stop to the site is within 0.4km, bus services are low frequency (only 2 per hour). The site has planning permission for a mixture of uses, and allocation would result in the redevelopment of a large brownfield site, and, would help to support the rural economy, providing jobs and contributing to sustainable economic growth. Access to an 'A' road junction from the site is poor; the current planning permission is conditioned to implement a Broughton Bypass to help improve access to the site.
BAe Systems Salmesbury	Employment	UNSUSTAINABLE	Site has poor public transport links and is over 3km away from a motorway junction making it an unsustainable location for employment development. However, the site is already being used for aircraft manufacture and testing which is an industry that requires a rural location due to the space needed and impact on surrounding uses. The site has also been recognised as a potential Regional Aerospace Business Park by NWDA to help develop and sustain the aerospace industry in the north west. Planning permissions have already been granted for a significant amount of industrial and office floorspace therefore despite the unsustainable location this site is an important site for future economic growth.
Cuerden (Lancashire Central)	Employment	POTENTIAL TO BECOME SUSTAINABLE THROUGH MITIGATION MEASURES	Site has moderate public transport links. There are frequent bus services, 9 per hour, in the surrounding area however the nearest bus stop to the site is over 0.4km away. Providing a bus stop on site and altering the routes of nearby bus services so that they also serve this site would make it significantly more accessible by public transport. The site is not accessible by rail. These improvements to bus services and the proximity of the site to a motorway junction would make this a sustainable location for employment.

Strategic Site	Potential Use	Sustainability of Site	Comments
Botany/Great Knowley	Employment	POTENTIAL TO BECOME SUSTAINABLE THROUGH MITIGATION MEASURES	Site has moderate public transport links. There is a bus stop close to the site however there are only 2 services per hour. Providing more frequent services to the site would make it more accessible by public transport. The nearest railway station at Chorley is over 3km away however the station is located in close proximity to Chorley Interchange, and if improvements were made to the frequency of bus services to the site, it would enable employees from outside of Chorley to travel by train and bus rather than by car. These improvements to bus services and the proximity of the site to a motorway junction would make this a sustainable location for employment.
North West Preston (West)	Mixed	SUSTAINABLE	Although the site is some distance from a railway station, it otherwise has excellent public transport links, with frequent bus services operating in close proximity to the site. Access to services is also reasonable, although more would be provided through the development of the site. The site has particularly good access to employment areas, basic retail needs and health care facilities. The nearest motorway junction is within 3km, although development of the site and occupation by some employment uses would need to address highway capacity constraints. Highway issues combined with other environmental constraints would mean that the site, adjoining the Preston urban area, would not become available in the short term.
Park Hall/Camelot	Mixed	UNSUSTAINABLE	Site has poor public transport links with infrequent bus services serving the site and it is over 3km away from a railway station. Access to services is also poor. Some services/facilities could be provided on site however residents would still need to travel to access some services and the nearest town centre is Chorley, which is 5.9km away. Improving the frequency of bus services serving the site may encourage some people to travel by bus rather than car to access services/employment however given the peripheral location of the site and the distance to the nearest town centre, it is likely that most people would travel by car. The nearest motorway junction is over 3km away therefore it would not be a sustainable location for employment development.
South of Penwortham, North of Farington	Mixed	SUSTAINABLE	Site has good public transport links with a bus stop adjacent to the site, which is served by 14 services per hour. Access by rail is not as good as the nearest railway station is over 3km away in Preston however the frequent bus services provide good access to this railway station. Access to services is good with two district centres within 1.6km of the site and good access by bus to Preston and Leyland centres. The nearest motorway junction is over 3km away however there is good access from the site to this junction via the A582. The good public transport links and good access to services make this a sustainable location for mixed-use development.
Central Preston	Employment (B1)	SUSTAINABLE	Site has excellent public transport links, being situated in Preston City Centre. The site is well served by bus and rail services and has very good access to basic services. The site is in a highly sustainable location for office employment development as it would serve to promote sustainable economic growth and encourage employees to utilise public transport as a way to commute to and from work. Redeveloping the site would result in the efficient use of underused previously developed land in a central location, contributing significantly to environmental objectives and economic objectives also.

Strategic Site	Potential Use	Sustainability of Site	Comments
Tithebarn	Mixed	SUSTAINABLE	Site has excellent public transport links, being situated in Preston City Centre. The site is well served by bus and rail services and has very good access to basic services. The site is situated in a highly sustainable location for a mixture of uses, commercial uses would complement surrounding City Centre uses and help to promote economic growth and reduce the need for people to travel to access a wide range of services. Employment development would also be a sustainable use, due to the accessibility of the site by both bus, rail and cycle alternatives to the car. Residential development would also help to minimise reliance on the car, most basic services are within walking distance of the site with frequent bus services serving the site also. The good public transport links and good access to services make this a sustainable location for mixed-use development.
Inner East Preston	Mixed	SUSTAINABLE	Site has excellent public transport links, being well served by frequent bus services and has good access to a wide range of services and facilities. The site is therefore situated in a sustainable location for a mixture of uses – a main route into and out of Preston City Centre from Junction 31 of the M6 runs through the centre of the site. This means that the site is suitably located to offer ease of access for employment or industrial uses, due to motorway accessibility and the frequent bus services running through the site. The wide range of services and facilities accessible to the site also make it a suitable location for new residential development. Redevelopment and regeneration in the area would result in significant environmental and social improvements.
North West Preston (East)	Mixed	SUSTAINABLE	Whilst the site is greenfield, and therefore development would not make the most efficient use of land, the site does adjoin the main urban area of Preston and does have good public transport links, being reasonably well served by frequent bus services and has good access to a range of services and facilities. Development of the site for a mixture of uses would be the most sustainable way forward – the site is situated in an accessible and sustainable location for potential employees and in close proximity to a motorway junction (less than 1.6km) to allow ease of access for business and industry. The site also has good access to a range of facilities and services, meaning an element of residential development would be appropriate.
Moss Side Test Track	Mixed	POTENTIAL TO BECOME SUSTAINABLE THROUGH MITIGATION MEASURES	Site currently has moderate public transport links. There are good bus services in the area with the nearest bus stop having 8 services per hour however it is over 0.8km away. Providing a bus stop on site and altering the routes of nearby bus services so that they also serve this site would make it significantly more accessible by public transport. The nearest railway station is over 3km away in Leyland however there are proposals for a new railway station at Midge Hall, which is in close proximity to the site. The improvements to the bus services and provision of the new railway station would improve access to services in Leyland town centre, which is 2.3km away and make this a sustainable location for mixed-use development. The nearest motorway junction is over 3km away however there is good access to the site from this junction via the A582 and B5253.

How social, environmental and economic issues were considered in allocating strategic sites

- 7.1.7 The results of the SA testing in Appendix 7, which is summarised above in table 7.1, along with the criteria based assessment set out in the ‘Strategic Sites and Locations Assessment’ document were used to inform the choice of strategic sites.
- 7.1.8 Other factors were also taken into consideration when selecting strategic sites. These included how the site impacts upon the vision and strategic objectives.

Why other sites were rejected

- 7.1.9 The purpose of the comparison of social, environmental and economic effects of the alternative sites is to identify which are the most sustainable overall in relation to the SA objectives.
- 7.1.10 The options that were rejected were done so as they would have some negative or less significant positive social, environmental and economic impacts identified through the SA testing or they did not fit with the Core Strategy's vision and strategic objectives.

Policy 4: Housing Delivery – Assessment of Changes to Housing Requirements

- 7.1.11 Publication Core Strategy Policy 4 has been amended from Preferred Core Strategy Policy PCS8 to ensure that the Core Strategy plans for an appropriate level of new housing provision across Central Lancashire, in accordance with the most up-to-date guidance and advice from Government.
- 7.1.12 The amended policy now proposes a short term housing requirement for each local authority, with new longer term requirements yet to be determined.
- 7.1.13 The sustainability of Preferred Core Strategy Policy PCS8 is shown in Appendix 5, however as a result of the amendments made to this policy, an updated analysis against the SA Framework is shown in Figure 7.2.

Figure 7.2: Updated Assessment of Policy 4: Housing Delivery

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
Social		
S1. To improve access to good quality and resource efficient housing including affordable housing.	++	This policy is likely to have a positive effect. It will ensure an appropriate level of housing provision in sustainable urban locations. Effects are most likely to be noticed in the medium and long term as infrastructure is put in place.
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	++	This policy will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. Because of the need for investment/infrastructure provision effects are most likely to be realised in the medium term.
S3. To reduce crime, disorder and the fear of crime.	++	Links to deprived areas and to investment should contribute to reducing levels of crime.
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	++	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.
Environmental		
EN1. To protect, enhance and manage biological and geological assets.	0/+	This option is most likely to have beneficial effects by focusing development within existing developed areas. There are possible minor negative impacts though e.g. run off from new development onto biological assets downstream, particularly along the River Ribble.
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	++	This option is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	++	This option is not likely to have any effect on the existing situation but will have a beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources.
EN4. To manage flood risk and the impacts of flooding.	++	This option is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the SFRA. Introduction of Sustainable Drainage Systems would increase the beneficial effects.
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	+	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial.
Economic		

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
EC1. To encourage sustainable economic growth and employment.	++	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	++	There will be beneficial effects on the existing situation through increasing sustainable access to college and other training facilities as well as demand for construction skills.
EC3. To sustain and encourage appropriate growth of rural businesses.	+	Some positive effects have been identified on the existing situation as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	+	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.

7.1.14 The overall scoring of the amended Policy 4 remains unchanged from the original Preferred Core Strategy Policy PCS8. There are a number of positive effects that have been identified, the changes made to the policy further reinforce these positive aspects by ensuring an appropriate level of housing is planned for. This will ensure that housing development takes place in the right locations, reducing the need to travel and focusing growth in sustainable locations.

Policy 5: Housing Density - Assessment of New Policy

7.1.15 This policy has been added to the Core Strategy in order to ensure that housing land is used efficiently and that new developments adhere to good design principles so that a high quality environment is provided.

7.1.16 It proposes density ranges for broad locations within the plan area, reflecting those prevailing in the area.

7.1.17 As this is a new policy, it has been tested against the SA Framework in Figure 7.3 to ensure that no negative impacts would arise from implementing it.

Figure 7.3: Assessment of Policy 5: Housing Density

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
Social		
S1. To improve access to good quality and resource efficient housing including affordable housing.	+	Policy 7: Affordable Housing requires developments of 15 dwellings or more in urban areas to provide a minimum of 30% affordable dwellings. Higher density developments in sustainable locations would result in more developments of 15 or more dwellings and therefore more affordable dwellings being built.
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	+	Building at higher densities in sustainable locations would ensure that most new housing is located in urban settlements in close proximity to a number of facilities and services and building at lower densities in rural locations would ensure that fewer dwellings are built in less sustainable locations.
S3. To reduce crime, disorder and the fear of crime.	0	There would be little impact on crime provided that new developments adhere to good design principles. A Central Lancashire Design Guide SPD is proposed to provide further advice on appropriate densities and design.
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	++	Building at higher densities in sustainable locations would ensure that most new housing is located in close proximity to employment and services, reducing the need to travel by car to access these services.
Environmental		
EN1. To protect, enhance and manage biological and geological assets.	0	This policy would have little impact on biological and geological assets provided that residential developments that would have a negative impact on such assets are not permitted.

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	+	The impact of this policy on landscape character would be positive provided developments adhere to good design principles and take account of local characteristics.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	++	Building at higher densities in sustainable locations would ensure that most new housing is located in close proximity to employment and services, reducing the need to travel by car to access these services and therefore reducing carbon emissions. It also uses land more efficiently.
EN4. To manage flood risk and the impacts of flooding.	0	This policy would have little impact on flooding provided that all residential development accords with Policy 29 which states that all new developments should be appraised for their flood risk and any risk managed or reduced and development avoided in high flood risk areas.
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	+	Building at higher densities in sustainable locations would ensure that most new housing is located in close proximity to employment and services, reducing the need to travel by car to access these services and therefore reducing air pollution.
Economic		
EC1. To encourage sustainable economic growth and employment.	/	No link.
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	/	No link.
EC3. To sustain and encourage appropriate growth of rural businesses.	/	No link.
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	/	No link.

7.1.18 No negative effects on the SA objectives have been identified. The testing identified that this policy would have a number of positive effects particularly in relation to reducing the need to travel to access services and subsequently helping to tackle climate change.

Cumulative effects

7.1.19 The cumulative effects of all the Preferred Core Strategy policies were assessed to ensure that no negative cumulative effects would arise from adopting them. Appendix 6 sets out this assessment and identifies that there would be many significant positive cumulative effects as the preferred policies work well together and complement each other. No negative cumulative effects have been identified. As the above assessment of new Policy 5 did not identify any negative effects, implementing this policy along with the other preferred policies would not lead to any significant cumulative effects.

Proposed Mitigation Measures

7.1.20 As part of the assessment of Policy 5 above, recommendations were made for mitigation measures where relevant. No significant adverse effects have been identified however these mitigations measures relate to ways of improving or strengthening the policy. These are:

- Ensure that developments adhere to good design principles and take account of local characteristics. This can be achieved by ensuring that the Central Lancashire Design Guide SPD is produced as stated.
- Prevent residential development that would have a negative impact on biological or geological assets; however this should be achieved by ensuring that all new development accords with Policy 22.
- Ensure that development is avoided in high flood risk areas. This should be achieved by ensuring that all new development accords with Policy 29.

7.2 Appraisal of Changes Made Following Examination Hearing June/July 2011

7.2.1 Following the Examination Hearing held in June and July 2011 on the Publication Core Strategy, a number of changes are proposed in response to letters received from the Inspector. This section assesses these proposed changes.

Policy 1: Locating Growth – Assessment of Changes to Strategic Site/Location Allocations

7.2.2 Policy 1 is the spatial strategy for expected growth over the plan period in Central Lancashire. It proposes a number of Strategic Sites and Locations where growth and investment will take place.

7.2.3 This policy is proposed to further revised following the Examination Hearing. Cottam was proposed as a Strategic Location in the Publication Core Strategy submitted in March 2011. The November 2011 proposed changes elevate Cottam to Strategic Site status in recognition of the advanced plans to complete this part-built development on a clearly definable site. The sustainability of Cottam was assessed along with all other sites being considered as Strategic Sites/Locations. This testing is set out in Appendix 7 and is summarised above in Figure 7.1. The testing identifies that the site is sustainable. The proposed new status merely confirms the intended development here; it does not add to it therefore further SA testing is not required.

7.2.4 The November 2011 proposed changes propose two new Strategic Locations at North West Preston (previously referred to as Higher Bartle) and South of Penwortham/North of Farington (previously referred to as Pickering's Farm). The sustainability of these sites was also assessed along with all other sites being considered as Strategic Sites/Locations in Appendix 7 and summarised above in Figure 7.1. Both sites were identified as sustainable. The sustainability of Preferred Core Strategy Policy PCS1 is shown in Appendix 5, however as a result of the amendments made to this policy, an updated analysis against the SA Framework is shown below in Figure 7.4.

Figure 7.4: Updated Assessment of Policy 1: Locating Growth

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
Social		
S1. To improve access to good quality and resource efficient housing including affordable housing.	++	This policy is likely to have a positive effect. It will reflect the requirements of national and regional policies and will provide housing in sustainable urban locations. Increased levels of development in urban fringe locations, as proposed in the amended policy, will increase the provision of affordable housing.
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	++	This policy will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. In addition, the delivery of new development in strategic locations on the fringe of the urban area will help to secure, infrastructure provision and improvements and new service facilities.
S3. To reduce crime, disorder and the fear of crime.	++	Links to deprived areas and to investment should contribute to reducing levels of crime.
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	++	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.
Environmental		
EN1. To protect, enhance and manage biological and geological assets.	0	This policy is most likely to have beneficial effects by focusing development within existing developed areas. There are possible minor negative impacts through development of greenfield land and run off from new development onto biological assets downstream, particularly along the River Ribble.

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	+	This policy is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character. However, the positive impact of the new policy in this regard is weakened due to the identification of large greenfield strategic locations – development of these sites could impact negatively on landscape character.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	+	This policy is not likely to have any effect on the existing situation but will have a beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources. However, the strategic locations for development identified in the new policy are greenfield, and therefore development of these sites will not help to make the most sustainable use of the earth's resources.
EN4. To manage flood risk and the impacts of flooding.	+	This policy is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the Strategic Flood Risk Assessment (SFRA). Introduction of Sustainable Drainage Systems (SuDS) would increase the beneficial effects. However, development of the new strategic locations will introduce less permeable surfaces on existing greenfield land, increasing flood risk.
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	+	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial.
Economic		
EC1. To encourage sustainable economic growth and employment.	++	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	++	There will be beneficial effects on the existing situation through increasing sustainable access to college and other training facilities.
EC3. To sustain and encourage appropriate growth of rural businesses.	+	Some positive effects have been identified on baselines as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	+	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.

7.2.5 The updated testing shows that the overall scoring of the amended Policy 1 has changed slightly from the scoring of Preferred Options Policy PCS1. The changes are limited to the performance of the policy measured against the environmental objectives. Overall, the new policy still scores positively against these objectives, but the strength of this has been weakened. This is a result of identifying two new greenfield Strategic Locations for development – North West Preston and land South of Penwortham and North of Farington.

Policy 4: Housing Delivery – Assessment of Changes to Housing Requirements

7.2.6 This policy sets out housing requirements throughout Central Lancashire. The Policy within the Publication Core Strategy proposed a 20% reduction on the RSS housing requirement in the short term.

7.2.7 The November 2011 proposed changes replace this reduction with the full RSS housing requirement over the whole plan period. This would lead to an annual average of 507 houses (up from 406 short term) in Preston and 417 (up from 334 short term) for South Ribble and Chorley. The other main alteration is the change from a maximum housing target to a minimum housing target meaning that the figures set out could be exceeded, hence there is a possibility of more housing over the plan period. Additionally, there is now a need within the policy to provide for the shortfall from 2003 to 2010 that was not delivered (702 dwellings), throughout the plan period.

7.2.8 This policy was amended at the Publication stage and an updated SA of the policy was carried out. This is shown in Figure 7.2 above. As a result of the further amendments to the

policy, an updated analysis against the SA Framework is shown below in Figure 7.5 taking account of the November 2011 proposed changes.

Figure 7.5: Further Updated Assessment of Policy 4: Housing Delivery

SA OBJECTIVES	SA EFFECTS	
	Score	Comments
Social		
S1. To improve access to good quality and resource efficient housing including affordable housing.	++	This policy is likely to have a strong positive effect. It will ensure an appropriate level of housing provision in sustainable locations. The amended policy will also ensure increased potential to deliver affordable housing. Effects are most likely to be noticed in the medium and long term as infrastructure is put in place.
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	++	This policy will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. Increased levels of housing development will further support the delivery of new infrastructure, improving access to basic services and needs.
S3. To reduce crime, disorder and the fear of crime.	++	Links to deprived areas and to investment should contribute to reducing levels of crime.
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	++	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.
Environmental		
EN1. To protect, enhance and manage biological and geological assets.	0	This option is most likely to have beneficial effects by focusing development within existing developed areas. There are possible minor negative impacts though greenfield development and run off from new development onto biological assets downstream, particularly along the River Ribble.
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	+	This option is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character. However, the sustainability of the amended policy in this regard is weakened through the need for increased delivery of housing.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	+	This option is not likely to have any effect on the existing situation but will have a slightly beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources, however the proposed increased level of housing development will in turn increase the level of greenfield development which will not help to achieve the most sustainable use of the earth's resources.
EN4. To manage flood risk and the impacts of flooding.	+	This option is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the SFRA. Introduction of Sustainable Drainage Systems would increase the beneficial effects. However, any increase in the level of greenfield development will introduce less permeable surfaces, increasing the risk of surface water flooding.
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	+	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial.
Economic		
EC1. To encourage sustainable economic growth and employment.	++	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	++	There will be beneficial effects on the existing situation through increasing sustainable access to college and other training facilities as well as demand for construction skills.
EC3. To sustain and encourage appropriate growth of rural businesses.	+	Some positive effects have been identified on the existing situation as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	+	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.

7.2.9 The updated testing shows that the overall scoring of the further amended Policy 4 has changed slightly from the Publication Core Strategy Policy 4. The changes are limited to the performance of the policy measured against the environmental objectives. Overall, the new

policy still scores positively against these objectives, but the strength of this has been weakened. This is a result of the increased housing requirement included in the policy increasing the amount of greenfield land identified for development.

8. **IMPLEMENTATION**

This chapter of the report identifies any links to other tiers of plans or programmes and proposals for monitoring the significant effects of implementing the Core Strategy.

8.1 **Links to other tiers of plans and programmes and the project level**

8.1.1 This SA Report has been produced alongside the Core Strategy. The adopted Core Strategy will form a key part of the LDF for Chorley, Preston City and South Ribble Councils. A number of SPDs will be produced that give further detailed guidance in relation to its policies.

8.2 **Proposals for monitoring**

What the SEA Directive says:

- “Member States shall monitor the significant environmental effects of the implementation of plans or programmes in order, *inter alia*, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.” (Article 10.1)

The Environmental Report shall include:

- “... a description of the measures envisaged concerning monitoring in accordance with Article 10.” (Annex 1(i))

8.2.1 Monitoring will be undertaken in accordance with the requirements in the SEA Directive. This will allow the actual significant effects of implementing the Core Strategy to be tested against those predicted. It ensures that problems that arise during implementation can be identified and future predictions made more accurately.

8.2.2 The SA testing has highlighted a number of baseline indicators, which can be monitored, that would be most likely to be affected by implementing the policies in the Core Strategy. Detailed indicators for monitoring will be further worked up as part of the Core Strategy preparation process, with the indicators deemed most appropriate to monitor the implementation of the Core Strategy included in the Performance Monitoring Framework.

8.2.3 The selected indicators will be monitored each year through the Annual Monitoring Report so that a comparison can be made between the predicted effects of implementation of the Core Strategy and the actual effects of implementation.

8.2.4 Monitoring will help to identify how well the policies are performing and also identify any adverse effects. If any adverse effects arise due to implementation of the Core Strategy then the policies will have to be reviewed or mitigation measures developed to overcome and prevent further adverse effects.

Appendix 1: Testing and Comparison of Core Strategy Issues and Options

THEME 1: LOCATING NEW DEVELOPMENT

Issue 1A

How can urban development requirements best be satisfied?	SA Effects		
	Social	Environmental	Economic
Option a) Concentrate most if not all developments within Preston (including a definition of where this extends to), and the Key Service Centres of Leyland, Chorley and Adlington?	++	+	+
Option b) Identify other Key Service Centres and promote significant development there?	+	+	+
Option c) Encourage further development at Buckshaw village?	+	-	-
Option d) Identify new urban extensions and new settlements?	-	-	-
Option e) A combination of the above?	0	0	0
Option f) Other locations?	/	/	/

Option (a): Concentrate most if not all developments within Preston (including a definition of where this extends to), and the Key Service Centres of Leyland, Chorley and Adlington

Concentrating development in these places, which collectively can be called the 'plan area' of Central Lancashire, could have major positive social impacts, as it would reduce the need to travel and, by focusing development on the most accessible areas of Central Lancashire, help to ensure improved access to basic services and amenities such as health care and education facilities. Concentrating development in these areas may also help to improve access to good quality and resource efficient housing including affordable housing. This option could also have minor positive environmental and economic impacts, since development will be focused to brownfield land within city/town centres, helping to restore and protect land and soil, and reducing economic disparities between the main centres within Central Lancashire, securing economic inclusion.

Option (b): Identify other Key Service Centres and promote significant development there

Overall this option could have minor positive social, environmental and economic impacts on the plan area. Promoting significant development in other Key Service Centres would help to distribute development across Central Lancashire therefore improving access to services in more remote areas and reducing the need to travel. This may also contribute to sustainable economic growth and help to distribute employment opportunities across the plan area. However, distributing development across a broader range of Key Service Centres may lessen the ability to secure affordable housing, and may lead to major development outside the main centres discussed in Option (a), that is disproportionate in scale to the catchment area it is situated within.

Option (c): Encourage further development at Buckshaw Village

Encouraging further development at Buckshaw Village would have a minor positive impact socially, whilst further growth on this mixed use strategic site may offer more employment opportunities to those living in the area, it may also result in more people travelling in to the area, thus not reducing the need to travel. This option may lead to an improvement in the access to good quality and resource efficient housing including affordable housing, due to an enhanced ability to secure particular house types and tenures on major schemes. Economically other parts of the plan area could suffer as they may receive less investment and therefore development, giving a minor negative impact. It is likely there would be a minor negative impact environmentally also, as improvements would just be concentrated in Buckshaw Village and other areas in need of regeneration and development within the plan area may be left to suffer.

Option (d): Identify new urban extensions and new settlements

This option would have minor negative impacts socially, environmentally and economically; there could especially be concern with the creation of new settlements with regards to reducing the need to travel, improving the choice and use of sustainable transport modes and reducing crime and fear of crime (as it could result in the need to travel and lack of investment in the existing transport system serving the plan area and have a negative impact on the crime and disorder rates in areas that already suffer and could lead to problems in isolated areas). There is also concern with environmental impacts as it could mean new developments would be built on greenfield land, which could cause problems when trying to restore and protect land and soil. Finally there could be minor negative economic impacts, since generally there would not be any associated improvements to existing problem areas which would not help to reduce economic disparities and secure social inclusion, however in certain instances this would not be the case with sustainable urban extensions.

Option (e): A combination of the above

This option could have a negative or positive impact on the sustainability of the plan area, depending on the combination used. A combination of Options (a) and (b) would be the most sustainable since this would result in major development being focussed in Preston and the other Key Service Centres in Central Lancashire, with accompanying appropriately scaled development in other identified centres, improving accessibility to main services across the plan area and ensuring the preservation of greenfield land and soil.

Option (f): Find other locations

This option cannot be tested at this stage; the sustainability of any other site would need to be considered individually.

Recommendation

Option (a) performs the best, however it is important to have an appropriate scale of development in other service centres across the plan area, reducing the need to travel and contributing to sustainable economic growth. Buckshaw Village is a strategic site in Central Lancashire, and limited further development would be acceptable, particularly in the provision of affordable housing. Where additional development land may be required, sustainable urban extensions would be preferable to the creation of new settlements.

Overall, the most sustainable choice would be to combine options (a) and (b). If however, further development land were needed to meet requirements, a combination of all four options i.e. additional development at Buckshaw Village and the creation of urban extensions in preference to new settlements would be acceptable.

Issue 1B

How can rural development needs best be met?	SA Effects		
	Social	Environmental	Economic
Option a) Designate larger villages as Local Service Centres and only allow development in and next to these settlements?	+	-	+
Option b) Allow development to meet local needs in each rural settlement not covered by Green Belt?	+	+	0
Option c) Allow single plots to be developed in villages and hamlets covered by Green Belt?	0	0	0
Option d) A combination of the above?	0	0	0
Option e) In some other way?	/	/	/

Option (a): Designate larger villages as Local Service Centres and only allow development in and next to these settlements

This option could have a minor positive impact socially as it could result in the provision of a range of affordable housing in areas which are commonly expensive, and it would reduce the need to travel into bigger centres for day to day services. However it could also have a minor negative impact environmentally as it may lead to building on greenfield land rather than brownfield land. The likely economic impact would be minor positive due to the increase in business to the new Local Service Centres.

Option (b): Allow development to meet local needs in each rural settlement not covered by Green Belt

This option performs well socially and environmentally. Socially, allowing some development in rural settlements would reduce the need to travel and allow a better distribution of basic services across the rural area. In environmental terms, brownfield development within smaller rural settlements may reduce development pressure on greenfield land in larger villages. Whilst it may be difficult to assess the economic implications of this option, allowing appropriate development in rural settlements may encourage the sustainable growth of rural business.

Option (c): Allow single plots to be developed in villages and hamlets covered by Green Belt

Overall Option (c) would have a neutral impact on the sustainability of the plan area, since plot infilling will most likely be small scale and so would not have too great an impact on the area. However, if larger scale infilling occurred, the impact would be a minor positive socially, environmentally and economically since the development of larger infill sites would encourage the use of land within settlements reducing undesirable impacts on the Greenbelt. Making better use of land within villages and hamlets would also contribute to the rural economy and improve access to services.

Option (d): A combination of the above

No single option performs positively against all three effects, and therefore a combination is likely to be the most sustainable approach. Option (a) would focus rural development in larger settlements, however may lead to increased pressure for development on greenfield land. Combining Option (a) with (b) would lead to supporting development in other rural settlements, relieving the pressure to build in only the larger settlements.

Option (e): In some other way

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

No single option performs positively against all three effects, therefore a combination of option (a) and (b) would be the preferred approach. This would focus rural development to the larger centres, reducing the need to travel, but allow accompanying development within other rural settlements reducing the need to develop Greenfield land in and adjoining larger rural settlements. Option (c) has limited sustainability effects, however on larger scales can be minor positive.

Overall, the most sustainable approach would be a combination of options (a), (b) and (c).

Issue 1C

When greenfield land is required for development what is the most appropriate type of site to develop?	SA Effects		
	Social	Environmental	Economic
Option a) Unused greenfield sites within built up areas?	-	-	0
Option b) Accessible non-Green Belt sites (such as set aside land) on the edge of settlements?	++	-	+
Option c) Land removed from the Green Belt?	+	-	0
Option d) A combination of the above?	0	0	0
Option e) Somewhere else?	/	/	/

Option (a): Unused greenfield sites within built up areas

Overall this option could have varying social, environmental and economic impacts. Removing greenfield land from already built up areas would deprive residents of potential recreational open space and have a minor negative social impact on improving physical and mental health and reducing health inequalities. Environmentally, developing greenfield land in built up areas would have a minor negative impact since the removal of permeable surfaces in built up areas does not help to manage flood risk and the impacts of flooding. Encouraging the use of greenfield land as opposed to brownfield could also fail to restore and protect land and soil. The likely economic impact is neutral, as it would depend on various factors, for example, the location and type of development.

Option (b): Accessible non-Green Belt sites (such as set aside land) on the edge of settlements

This option could have a major positive impact socially, as it would reduce the need to travel due to new development being located on the edge of existing settlements. This option could also improve access to a range of good quality, affordable and resource efficient housing, due to an enhanced ability to secure particular house types and tenures on larger development schemes. However, it could still mean the use of greenfield land in preference to brownfield, which would have a minor negative impact environmentally. Economically, accessible sites on the edge of settlements and close to motorway junctions would be suitable for employment uses and may help to encourage business to locate in the area, creating a minor positive impact.

Option (c): Land removed from the Green Belt

Overall this option could have a minor positive social impact if the land is relatively close to existing settlements, reducing the need to travel and improving the choice of sustainable transport modes. However it could also result in minor negative environmental impacts, as it would not help to restore and protect land and soil by encouraging the development of greenfield sites over brownfield. The likely economic impact would be neutral, as the land may not be as accessible as land on the edge of existing settlements and may therefore not be as suitable for employment uses as the land discussed in Option (c).

Option (d): A combination of the above

This option could have a negative or positive impact on the sustainability of the plan area depending on the combination used. No single option performs positively against all three effects, Option (b) is the most sustainable, however if land requirements mean a combination is required, combining option (b) with options (a) and/or (c) would be equally sustainable.

Option (e): Somewhere else

This option cannot be tested at this stage; the sustainability of further sources of greenfield land would need to be tested on an individual basis.

Recommendation

All of the options negatively impact on environmental objectives since they would involve the potential loss of Greenfield land. If however greenfield land is required for development, the most sustainable and favourable way forward is Option (b), since this would result in development adjoining existing settlements helping to reduce the need to travel and supporting the delivery of affordable housing.

If a combination approach were to be adopted, Option (b) would favourably combine with Option (a), since this would encourage development within existing built up areas, but also relieve development pressure on green spaces within settlements through accompanying edge of settlement development. Depending on residual land requirements, Option (c) performs reasonably well in sustainability terms and could therefore be combined with Options (b) and (a) where the land is accessible and close to existing settlements.

THEME 2: MEETING HOUSING NEEDS

Issue 2A

How can the release of land be best managed to achieve overall housing targets?	SA Effects		
	Social	Environmental	Economic
Option a) Allow developments on allocated sites only (no windfall sites)?	+	+	+
Option b) Consider applications for developing windfall sites based on current supply and their relative merits over allocated sites?	+	+	+
Option c) Establish clear criteria for developing windfall sites?	0	0	0
Option d) Try to phase the release of sites?	+	+	+
Option e) A combination of the above?	/	/	/
Option f) In some other way?	/	/	/

Option (a): Allow development on allocated sites only

This option would have minor positive social and economic impacts on the plan area as the majority of sites allocated for housing are likely to be in sustainable locations close to a number of facilities/services and employment opportunities which will reduce the need to travel. These allocated sites are also likely to have good access to public transport. This option could also have minor positive environmental impacts as when allocating sites preference will be given to brownfield sites, which will lead to some derelict sites being redeveloped, enhancing townscape and protecting greenfield sites. The impacts have only been scored as minor positive as, depending on the housing requirements for the plan area, there may not be enough brownfield land available within existing settlements to meet the requirements, therefore some sites may need to be allocated in less sustainable locations and on greenfield land.

Option (b): Consider applications for developing windfall sites

As mentioned above in option (a) some land outside of existing settlements and in less sustainable locations may need to be allocated if there is not sufficient land available within existing settlements to meet the housing requirement. In this case, if windfall sites become available in existing settlements then these sites would be more sustainable than some of the allocated sites and should therefore be considered for development. Allowing development on windfall sites in sustainable locations would have the same minor positive social, environmental and economic impacts as option (a).

Option (c): Establish clear criteria for developing windfall sites

Overall this option would have a neutral impact socially, environmentally and economically. Whilst preference is for most housing developments to be on allocated sites, a number of windfall sites are likely to become available for development. It is therefore important to have clear criteria so that only housing development on sustainable windfall sites is permitted.

Option (d): Try to phase the release of the sites

This option would have minor positive social, environmental and economic impacts. It is important to phase the release of allocated housing sites so that not all sites are developed within the first few years of being allocated. If this were to happen there would be negative sustainability impacts as there would be a significant increase in demand for local facilities/services and employment. Phasing housing development allows improvements to be made to existing facilities/services that will be able to meet the demands of the increased population.

Option (e): A combination of the above

All of the options score relatively well against the Sustainability Appraisal objectives therefore there are unlikely to be any significant negative impacts in combining any of them.

Option (f): In some other way

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

Option (a) performs the best and is the most sustainable choice for achieving housing targets if there is enough brownfield land available within existing settlements to meet the housing requirements for the plan area. If not there will be pressure to allocate Greenfield sites for housing, therefore in this case a combination of options (a), (b) and (c) would be the most sustainable approach. This approach would concentrate most housing developments on allocated sites but allow any sustainable windfall sites to be developed that become available. Regardless of which of the two approaches is selected, phasing the release of the sites is important therefore option (d) should also be taken forward.

Overall the most sustainable approach is either options (a) and (d) or option (e) which is a combination of options (a), (b), (c) and (d).

Issue 2B

How can the Local Development Framework best provide a suitable range of housing to assist economic growth?	SA Effects		
	Social	Environmental	Economic
Option a) Set general targets for the types of housing to be provided across the area, which would be taken into account when dealing with all applications?	0	+	+
Option b) Set targets for the types of housing to be provided on individual allocated sites?	+	0	+
Option c) Identify the range of housing types, which would be acceptable for each area?	+	0	+
Option d) Allow housing types, which would reflect and complement those already in the area?	-	0	-
Option e) Allow the development industry to decide which types of housing should be provided?	-	-	-
Option f) Release land for housing development based on the take-up of employment development sites?	+	+	+
Option g) A combination of the above?	0	0	0
Option h) In some other way?	/	/	/

Option (a): Set general targets for the types of housing to be provided across the area, which would be taken into account when dealing with all applications

This option would have little impact in relation to the social objectives with the only positive social impact being that setting general targets would ensure that housing types throughout the plan area reflect predicted future requirements and therefore better meet the needs of the population. This option could have a minor positive impact on the environment of the plan area, as having some control over the types of housing to be provided will help improve townscape and the appearance of the built environment. Economically there would be minor positive impacts, as setting general targets for the types of housing to be provided would encourage a mix of housing throughout the plan area, encouraging mixed communities with residents having a range of skills that can contribute to the local economy.

Option (b): Set targets for the types of housing to be provided on individual allocated sites

This option could have a minor positive impact socially as there would be greater control over the housing types provided on allocated sites and would ensure that these would best reflect those needed in the area and therefore better meet the needs of the local population. The environmental impact would be neutral as there would only be control over housing types provided on allocated sites therefore there would be little influence on townscape and the appearance of the built environment. Economically there would be minor positive impacts, as setting general targets for the types of housing to be provided would encourage a mix of housing on allocated sites throughout the plan area, encouraging mixed communities with residents having a range of skills that can contribute to the local economy.

Option (c): Identify the range of housing types, which would be acceptable for each area

This option would have similar effects as option (b) above.

Option (d): Allow housing types, which would reflect and complement those already in the area

This option could overall have a minor negative impact socially as allowing dwelling types to reflect and complement those already in the locality may suppress the development of specific housing types in one area, and result in there not being a range of housing available to meet the current and future needs of the local population. This could also lead to a minor negative impact on the economic performance of the plan area, as there will continue to be economic disparities between the most deprived and most affluent areas as mixed communities will not be encouraged.

Option (e): Allow the development industry to decide which types of housing should be provided.

This option could have negative impacts socially, environmentally and economically. It could result in developers limiting developments to those housing types and locations that are most profitable rather than catering for the needs of the local area or the plan area as a whole. This would lead to a lack of affordable housing in the plan area. Not having control over housing types provided could also have a negative impact on townscape and the appearance of the built environment. This option may have a negative impact economically as there may be less development in more deprived areas worsening economic disparities throughout the plan area.

Option (f): Release land for housing development based on the take up of employment development sites

This option would have minor positive impacts socially and economically as it would ensure that the amount of additional housing provided in the plan area would reflect the amount of additional employment opportunities available, resulting in better access to jobs for residents and reducing the need for residents to seek employment outside of the plan area. It would also help to achieve balanced communities. This option could have a positive impact on the environment of the plan area as the amount of land developed for housing will be limited and phased in line with employment take-up meaning that it is more likely to be able to accommodate most housing development on brownfield sites.

Option (g): A combination of the above

This option could have a negative or positive impact on sustainability of the plan area, depending on the combination that was used.

Option (h): In some other way

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation
Option (f) performs the best overall, as it is the only option to perform positively against all three areas. It would be the best option to deliver a suitable range of housing throughout the plan area and help deliver balanced communities, however in practice it may not be feasible to take this approach.
The next best options to provide a suitable range of housing throughout the plan area are (a), (b) and (c), which perform similarly, as they would help to provide a range of housing in the plan area and encourage mixed communities which can have economic benefits. In practice however, setting targets for housing types may be too detailed for the Core Strategy and it may be more appropriate to include it in the Site Allocations DPD.

Issue 2C

How can affordable and special housing needs best be met?	SA Effects		
	Social	Environmental	Economic
Option a) Require an element of affordable housing on all new developments of 15 or more homes?	++	+	+
Option b) Develop specific targets for individual sites based on evidence of need, the suitability of the site and economic viability?	+	0	+
Option c) Require all housing developments to make a contribution, either on site or in other ways, to meet affordable housing needs?	+	0	+
Option d) Identify sites particularly suitable for meeting special housing needs?	+	0	+
Option e) A combination of the above	0	0	0
Option f) In some other way?	/	/	/

Option (a): Require an element of affordable housing on all new developments of 15 or more homes

This option would have a major positive impact socially as it would improve access to a range of affordable housing throughout the plan area. There would also be minor positive economic impacts, as more mixed communities would be created throughout the plan area with residents having a range of skills that can contribute to the local economy. There would be little impact environmentally with the only possible positive impact being that providing affordable housing within other developments reduces the need to develop other sites, possibly greenfield sites, specifically to meet affordable housing needs.

Option (b): Develop specific targets for individual sites based on evidence of need, the suitability of the site and economic viability

Developing specific targets for affordable housing on individual sites would have minor positive impacts socially as it would lead to more affordable housing being provided in those areas of most need. This would enable residents, particularly first time buyers living in more rural areas where there is the greatest need for affordable housing, to be able to afford to continue living in these areas. This may lead to a minor positive impact on the economy of these areas it would encourage mixed communities with residents having a range of skills that can contribute to the local economy. There would be little impact on the environment.

Option (c): Require all housing developments to make a contribution, either on site or in other ways, to meet affordable housing needs

This option could have similar impacts as option (b) above however it is not feasible to expect all development, regardless of size, to contribute to affordable housing. It would make some schemes, particularly smaller developments, unviable therefore development would not take place.

Option (d): Identify sites particularly suitable for meeting special housing needs

This option would have similar impacts as option (b) above.

Option (e): A combination of the above

All of the options score relatively well against the Sustainability Appraisal objectives therefore there are unlikely to be any significant negative impacts in combining any of them.

Option (f): In some other way

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

Option (a) performs the best overall as it would have the most social, environmental and economic benefits and is therefore the most sustainable choice. It is also the most realistic and feasible option whereas options (b) and (d) may be too detailed for the Core Strategy and option (c) is not feasible and may lead to a number of developments being unviable.

Issue 2D

How can PDL (Previously Developed Land i.e. brownfield) targets best be met?	SA Effects		
	Social	Environmental	Economic
Option a) Always consider PDL first when managing supply?	+	+	+
Option b) Only allow development on windfall sites if they are PDL?	+	++	+
Option c) Only allow further release of windfall sites which are PDL if they are in a sustainable location and there is no viable employment use for the land which should take priority?	+	++	++
Option d) In some other way?	/	/	/

Option (a): Always consider PDL first when managing supply

This option would have minor positive environmental impacts as it should lead to priority being given to restoring derelict sites, which will enhance townscape and potentially improve the appearance of the built environment throughout the plan area and limit development on greenfield sites. There may not be enough brownfield land available within existing settlements to meet housing requirements, therefore some sites may need to be allocated in less sustainable locations and on greenfield land which would impact on achieving PDL targets. This option would have minor positive social and economic impacts on the plan area as the majority of brownfield sites allocated for housing are likely to be in sustainable locations close to a number of facilities/services and employment opportunities which will reduce the need to travel. These allocated sites are also likely to have good access to public transport.

Option (b): Only allow development on windfall sites if they are PDL

This option could have similar impacts as option (a) above although the environmental benefits would be greater. As mentioned above there may not be sufficient brownfield land available within existing settlements to allocate for housing to meet the housing requirement and the PDL targets. In this case, it would be better to allow the remaining housing requirements to be met by developing brownfield windfall sites that become available in the future rather than allocating greenfield sites in less sustainable locations to meet the housing requirement.

Option (c): Only allow further release of windfall sites, which are PDL if they are in a sustainable location and there is no viable employment use for the land which should take priority

This option could have similar impacts as option (a) above although the environmental and economic benefits would be greater. Whilst preference is for most housing developments to be on allocated brownfield sites, a number of windfall sites are likely to become available for development. If not enough brownfield land was available to allocate for housing to meet the requirements and there was pressure to allocate greenfield sites, preference should be given to allowing sustainable brownfield windfall sites to be developed. This approach however may be too restrictive and result in more greenfield land being developed for housing in order to meet housing requirements and thus failing to meet PDL targets.

Option (d): In some other way

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

Overall option (c) performs the best in relation to achieving PDL targets. This approach would concentrate most housing developments on allocated brownfield sites but allow any sustainable brownfield windfall sites to be developed that become available. In practice however option (c) could be too restrictive and may therefore have a negative effect on achieving PDL targets. The next best option is (b).

Overall the most sustainable approach is therefore option (b).

Issue 2E

How can the state of repair and adaptability of housing be tackled through the Local Development Framework?	SA Effects		
	Social	Environmental	Economic
Option a) Target housing improvements in areas of greatest need?	0	0	0
Option b) Encourage smaller housing improvement schemes in other areas?	+	0	+
Option c) Promote clearance of sub-standard housing?	+	0	+
Option d) Require developers of market housing schemes to contribute to nearby housing improvements?	+	0	+
Option e) Encourage re-use and conversion of housing, particularly vacant properties, to provide needed accommodation?	+	0	+
Option f) Require new residential developments to provide a percentage of 'lifetime' homes?	+	0	0
Option g) A combination of the above?	0	0	0
Option h) In some other way?	/	/	/

Option (a): Target housing improvements in areas of greatest need

This option would have positive social, environmental and economic impacts in those parts of the plan area that have housing in the poorest state of repair. These improvements would lead to better access to good quality and affordable housing in these areas as well as significant improvements to the local townscape. These in turn may boost the local economy as more people will choose to live in these areas and they may become more attractive locations for small businesses. This however, may lead to social, environmental and economic conditions worsening in areas considered to be in less need therefore the overall impacts throughout the plan area would be neutral.

Option (b): Encourage smaller housing improvement schemes in other areas

This option would have minor positive social and economic impacts as these improvements would lead to better access to good quality and affordable housing throughout the plan area which may encourage more people to live in the plan area, boosting the economies in these areas. Environmentally, the appearance of housing would be improved in these areas but this would have little impact on the overall townscape of the plan area therefore the environmental impact would be neutral. This option performs better than option (a) as the benefits would be seen throughout the plan area and not just in those areas considered to be in greatest need.

Option (c): Promote clearance of sub-standard housing

This option would have similar impacts as option (b) above however it is more sustainable to repair properties where this is possible.

Option (d): Require developers of market housing schemes to contribute to nearby housing improvements

This option would have a similar impact to option (b) above however this may lead to investment being concentrated in certain areas that are popular to developers and likely to give the most profits, leaving other areas not receiving any improvements.

Option (e): Encourage re-use and conversion of housing, particularly vacant properties, to provide needed accommodation

This option would have similar impacts as option (b) above.

Option (f): Require new residential developments to provide a percentage of 'lifetime' homes

This option could have a minor positive impact socially in that it would result in improved access to a range of good quality housing particularly for those with mobility difficulties, but there would be little impact environmentally and economically.

Option (g): A combination of the above

All of the options score relatively well against the Sustainability Appraisal objectives therefore there are unlikely to be any significant negative impacts in combining any of them.

Option (h): In some other way

This option cannot be tested at this stage; the sustainability of a different approach needs to be tested on an individual basis.

Recommendation

Options (b), (c), (d) and (e) perform the best overall however it is recommended that option (c) should not be taken forward unless it is not possible to repair the properties. Option (f) also performs relatively well however the requirement for lifetime homes is already set out in Building Regulations therefore it may not be necessary for a Core Strategy policy on this. Option (a) also performs well and would have significant benefits in those areas in greatest need however option (b) is considered to perform better as it would have wider benefits throughout the plan area.

The most sustainable approach is therefore a combination of options (b), (d) and (e).

Issue 3A

Where should new employment related development be located?	SA Effects		
	Social	Environmental	Economic
Option a) In areas near to motorway junctions which are most attractive to the market?	--	--	+
Option b) Within the major urban centres (Chorley, Leyland & Preston) and on previously developed land?	++	++	++
Option c) Distributed more evenly between urban areas, smaller towns and key service centres?	+	+	+
Option d) Near to new housing developments?	+	0	0
Option e) A combination of the above?	0	0	0
Option f) Somewhere else?	/	/	/
Option g) Should specific types of employment use be steered towards certain locations?	0	0	+
Option h) Should some existing employment sites be de-allocated?	0	+	0
Option i) Should the emphasis be on providing for new and growing businesses?	++	0	+

Option (a): In areas near to motorway junctions which are most attractive to the market

This option could have a major negative impact both socially and environmentally as it won't reduce the need to use private vehicles, encouraging people to drive to work. In addition, this option would not help to restore and protect land and soil, as a lot of the sites would be greenfield and not brownfield. It could however have a potentially minor positive impact economically on the plan area as it would exploit the growth of business sectors and provide new employment opportunities.

Option (b): Within the major urban centres (Chorley, Leyland and Preston) and on previously developed land

This option could have a major positive impact socially, environmentally and economically, as it would reduce the need to travel and promote sustainable transport by locating new employment opportunities within the highly accessible major urban centres. This option would also help to restore and protect land and soil by building on previously developed land within main urban centres and help to reduce economic disparities by providing jobs in accessible locations. However these locations may not be as desirable or accessible to businesses and may provide a barrier to growth.

Option (c): Distributed more evenly between urban areas, smaller towns and key service centres

This option could have similar minor positive implications, socially, environmentally and economically to option (b). Whereas distributing employment opportunities more evenly between centres across the plan area would help to reduce economic disparities by improving general access to employment, this option would not ensure new employment opportunities locate in the most accessible major urban centres. This would mean the reduced need to travel would not be as effective as in option (b). Similarly the locations for new development may not be as desirable or accessible to businesses and may provide a barrier to growth. This option may also result in some development on greenfield land.

Option (d): Near to new housing developments

This option could have a minor positive impact socially by reducing the need for employees to travel, however only for residents who are to be employed in the new allocations. The impact in environmental and economic terms is likely to be neutral, however some greenfield land may be required for development, therefore not protecting land and soil, and economically new locations may not be the most accessible or desirable to businesses and may provide a barrier to growth. In addition the feasibility of this option must be questioned, in that, there may not be sufficient land adjacent to new housing allocations to provide for new employment requirements nor may this land be appropriate for such uses.

Option (e): A combination of the above

This option could have a positive or negative impact depending on the combination used. Clearly, the most sustainable option to take forward is Option (b), since this would ensure new employment land is located within the most accessible main urban centres and on previously developed land. Option (c) is however a sustainable option, and, should the main urban centres not have sufficient land to meet employment requirements, a combination of Options (b) and (c) would be acceptable, ensuring an appropriate scale of employment use in lower order centres in accessible locations. Combining Options (a) and (d) would produce negative sustainability impacts and is therefore not recommended.

Option (f): Somewhere else

This option cannot be tested at this stage; the sustainability of another location would need to be tested on an individual basis.

Option (g): Should specific types of employment use be steered towards certain locations

This option could have a minor positive impact economically, as it would result in the growth of business sectors in certain areas and zones encouraging links between businesses. Socially and environmentally, this option is likely to have a neutral effect, however encouraging the growth of certain types of employment uses that may cause detrimental impacts on residential amenity in areas away from large residential populations may have positive environmental implications.

Option (h): Should some existing employment sites be de-allocated

This option could have little impact in social and economic terms, but may have a minor positive impact environmentally. Economically however, the allocation of inappropriate employment areas may not encourage sustainable economic growth though not promoting the most suitably located areas for employment uses. Environmentally, the de-allocation of historic employment allocations that may once have been suitable for employment uses, but are now not, could result in the most efficient and sustainable use of resources.

Option (i): Should the emphasis be on providing for new and growing businesses

This option would have a major positive impact socially, as it would provide more jobs for the area as businesses grew. It would also have a minor positive impact economically due to the increase in jobs and business to the area, although there is potential for this to detract from other businesses. Environmentally, the likely impact would be neutral; however growing businesses could generate more use of carbons through traffic to and from the premises, and pollution in general.

Recommendation

Option (b) performs the best and is clearly the most sustainable way forward, ensuring that new employment land is located within the most accessible main urban centres and on previously developed land. Option (c) is however also a sustainable option, and should there be insufficient land available within the main urban centres to meet employment requirements, should be taken forward with option (b).

Options (g), (h) and (i) all perform reasonably well, and wherever possible specific types of employment land should be directed to specific appropriate locations. In certain circumstances, de-allocation of sites may be appropriate, where more sustainable sites can be found. Providing for new and growing businesses will help provide more jobs, but this must not be to the detriment of other businesses.

Overall, option (b) is the most sustainable option and should be taken forward. Where additional land is required option (b) should be combined with option (c). In addition, it would be favourable to also take forward options (g), (h) and (i) where appropriate.

Issue 3B

To what extent should existing employment areas be protected?	SA Effects		
	Social	Environmental	Economic
Option a) Should they be completely protected, resisting all proposals for change of use or redevelopment to non-industrial uses?	0	0	+
Option b) Should change of use or redevelopment to non-industrial uses be allowed in line with market pressures?	-	+	+
Option c) Should each area be assessed in terms of its suitability for modern industrial and business uses?	0	0	+
Option d) Should there be no protection?	-	-	-

Option (a): Should they be completely protected, resisting all proposals for change of use or redevelopment to non-industrial uses

This option could have a minor positive impact economically as it may help towards developing a healthy labour market in the plan area, however preventing a change of use in circumstances where employment viability is unsustainable may lead to vacant premises and underused land, detracting from a strong economy. Socially and environmentally this option is likely to have neutral impacts, however preventing the change of use of unviable employment enterprises may result in vacant premises detracting from environmental value and creating the potential for an increase in crime and disorder.

Option (b): Should change of use or redevelopment to non-industrial uses be allowed in line with market pressures

This option could have a minor positive environmental and economic impact. Environmentally it may help to restore and protect land by take up of brownfield land, which might otherwise be left vacant. Economically, this option may also help to reduce disparities in economic performance within the plan area and secure economic inclusion by increasing employment; leading to a healthy labour market. Socially this option could have a minor negative effect as there would be a risk of local job losses.

Option (c): Should each area be assessed in terms of its suitability for modern industrial and business uses

This option could have a minor positive impact economically, as it would help market and develop the image of the plan area and deliver urban and rural renaissance by appropriate siting and promoting existing buildings/areas that can accommodate modern industry. There would not be much of an impact socially or environmentally, however, industrial areas most suitable for modern use are likely to be located in accessible areas and therefore more sustainable.

Option (d): Should there be no protection

Failure to protect any existing employment areas could have a minor negative impact environmentally as it may not result in the protection, conservation and enhancement of landscape character in those circumstances where employment areas positively

contribute to environmental quality. This option could also have a minor negative impact economically, as it would fail to protect the most suitable, viable and accessible employment areas from redevelopment for other uses, which may lead to bad siting. The impact socially would also be negative as the loss of the most accessible employment areas would not help to reduce the need to travel and in fact could well make it worse.

Recommendation

Option (b) performs the best in relation to the environmental and economic effects. Allowing the loss of employment areas in line with market pressures would ensure the most sustainable and economically viable areas would continue to prosper, and underused/vacant former employment areas could be redeveloped to a more suitable end use enhancing environmental quality and landscape value. The social impact may be negative as it may lead to the loss of local jobs however this can be overcome by only allowing employment sites to be redeveloped where it can be demonstrated that there is no longer a demand for the employment use or it is no longer viable. This would lead to positive social effects resulting in option (b) being the most sustainable approach and it should therefore be taken forward.

Protecting all existing employment areas in their entirety is not sustainable, as it would result in the continued protection of some sites no longer suitable for modern industrial purposes. Conversely, failing to protect any existing employment sites may lead to the loss of suitable employment sites, and is equally unsustainable.

Issue 3C

How can the Local Development Framework help to ensure that jobs are created in the areas of greatest need?	SA Effects		
	Social	Environmental	Economic
Option a) By allowing successful businesses in these areas to expand, or encouraging them to do so?	++	+/-	++
Option b) By helping to improve access to jobs in other areas?	++	-	++
Option c) A combination of the above?	++	+	++
Option d) In some other way?	/	/	/

Option (a): By allowing successful businesses in these areas to expand, or encouraging them to do so

The expansion of businesses in the area could have a varying impact upon environmental criteria, depending on the location of such enterprises. Negative impacts could result from development on sites which have a nature conservation value, however new developments could incorporate features and habitats to improve and diversify the biodiversity resource in the area. Socially, encouraging the expansion of businesses in areas of greatest need would have a major positive impact on improving access to facilities and services, reducing crime and the need to travel. Economically, this option would have a major positive impact, as it would secure economic inclusion by the creation of employment opportunities and attraction of economic investment into areas of greatest need.

Option (b): By helping to improve access to jobs in other areas

Improving access to jobs in areas other than those of greatest need could have a minor negative impact environmentally, as it could encourage people to travel further distances to the workplace by private car, contributing to increasing pollution levels. Socially this option could have a major positive impact through expanding the range of job opportunities available and ensuring they are more accessible to the wider population. This option could also have a major positive impact economically, as it would create more jobs in the region, encourage investment in the area and support economic growth.

Option (c): A combination of the above

A combination of Option (a) and (b) would help to achieve a more balanced approach to creating employment opportunities for those in areas of greatest need, and in locations accessible to all. This option could however inevitably lead to a dispersal of employment opportunities and therefore lower proportions provided in the areas of greatest need.

Option (d): In some other way

This option cannot be tested at this stage; the sustainability of other approaches would need to be tested individually.

Recommendation

Individually, Option's (a) and (b) are equally sustainable, and therefore either could be taken forward. Option (a) would ensure that locally, employment opportunities are provided in the areas of greatest need, providing significantly positive social and economic impacts in these areas. Option (b) would distribute employment opportunities over the region, which could lead to increased travel to work distances but would ensure improved access to opportunities for all.

The most sustainable approach would be a combination of option's (a) and (b), thus ensuring some employment opportunities are available in areas of greatest need, but also encouraging provision in the wider area to promote accessibility for all. However, this combination would need to be finely balanced to ensure that adequate employment opportunities are available in the areas of greatest need.

Issue 3D

How can the plan help to promote economic development through tourism and leisure/culture?	SA Effects		
	Social	Environmental	Economic
Option a): By encouraging improved facilities for visitors, such as hotels?	+	0	++
Option b): By encouraging successful visitor attractions to expand?	0	-	++
Option c): By promoting suitable tourism-related development in the countryside?	0	-	++
Option d): By improving sport and play facilities?	+	++	0
Option e): A combination of the above?	++	++	++
Option f): In some other way?	/	/	/

Option (a): By encouraging improved facilities for visitors, such as hotels

This option could have a neutral effect environmentally, however if new visitor facilities were to be developed on greenfield land in inaccessible areas this would not serve to protect land and soil or minimise pollution. Socially there could be a minor positive impact – the provision of improved visitor accommodation would provide people with a greater choice of places to stay. Economically, this option could create a major positive impact by attracting visitors into the region, boosting the tourism industry and diversifying the economy leading to sustainable economic growth.

Option (b): By encouraging successful visitor attractions to expand

The expansion of existing successful visitor attractions could have a minor negative impact environmentally, if the existing attractions are in inaccessible locations, this option would encourage increased visitor numbers contributing to greater levels of pollution. The impact socially would be likely to be neutral, whilst economically this option could create a major positive impact by attracting visitors into the region, boosting the tourism industry and diversifying the economy leading to sustainable economic growth.

Option (c): By promoting suitable tourism-related development in the countryside

Promoting appropriate tourism-related development in the countryside could have a minor negative impact environmentally, as it would be likely to increase the number of visitors arriving in the region by car, creating congestion, increasing environmental pollution and impacting on landscape features and habitats. Socially, this option would have a largely neutral effect, although increased education in the value of the countryside would help to raise awareness and understanding. Promoting tourism-related developments in the countryside could have a minor positive effect economically by boosting the tourism industry and diversifying the economy leading to sustainable economic growth in rural areas.

Option (d): By improving sport and play facilities

This option could have a major positive impact environmentally by creating new opportunities for sport facilities and improving existing green areas for play and informal recreation. Improving sports and play provision would also have a positive impact socially as it helps to promote healthy lifestyles by improving formal and informal recreational activities. This will also contribute positively to social inclusion by ensuring new and improved facilities are available to all. Economically, the impact is likely to be neutral; however improved sports and greenspace provision will attract inward investment.

Option (e): A combination of the above

This option could have a positive or negative impact depending on the combination used. Combining Options (b) and (c) for example may result in significantly positive economic impacts as it would attract visitors to the area and help to boost the tourism economy. Environmentally however, there may be significantly negative impacts, as these options promote the expansion of existing facilities, which may be in less accessible areas, and countryside tourism, which may result in increased car use and therefore pollution. Combining elements of all four options would deliver the greatest positive impact.

Option (f): In some other way?

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

The most sustainable way forward would be to combine elements of Option's (a), (b), (c) and (d), this would have a major positive impact in social, environmental and economic terms, as it would ensure a balance is achieved between facilitating economic development and continued protection of the environment.

A combination of all four options would ensure that the visitor economy is boosted in the area, and that greenspace is improved, attracting inward investment. Existing successful visitor facilities would be improved, accompanied by an appropriate amount of tourism development in the countryside; ensuring detrimental environmental impacts are limited. Finally, the improvement of sports and play facilities in the area would promote healthy lifestyles and social inclusion.

THEME 4: IMPROVING ACCESSIBILITY

Issue 4A

What can be done to reduce the need to travel?	SA Effects		
	Social	Environmental	Economic
Option a) Locate all new development in easily accessible areas?	++	++	++
Option b) Make sure that all new developments are mixed and balanced to include new services and facilities (for example schools and shops) or relate to existing ones?	++	++	++
Option c) Provide people with the choice to access a range of local jobs?	++	++	++
Option d) Attract more local employers through high quality new business premises so that local people do not need to commute to other towns and cities?	++	+/-	++
Option e) A combination of the above?	++	++	++
Option f) Other alternatives?	/	/	/

Option (a): Locate all new development in easily accessible areas

This option would have a significant positive impact on the environment because it seeks to reduce the need to travel by private car and offer more sustainable alternative means of travel that have less impact upon the environment. It would also enable good accessibility to a variety of jobs, services and facilities creating social inclusion and resulting in a significant positive social impact. The economic impacts would also be significantly positive, as people would have facilities close at hand, thereby helping to reduce the need to travel. This option also helps make the area more attractive for inward investment through being accessible and having good infrastructure.

Option (b): Make sure that all new developments are mixed and balanced to include new services and facilities (for example schools and shops) or relate to existing ones

This option would have significant positive effects socially, environmentally and economically. Providing new developments that are mixed and balanced with good links and access to services locally would result in the requirement to travel less and travel shorter distances which would ultimately encourage the use of more sustainable modes of transport and reduce the impact on the environment. Providing people with a range of services close to where they live encourages a more sustainable way of living and also supports social inclusion. Making sure that all developments are mixed would also ensure that there is good access to employment opportunities.

Option (c): Provide people with the choice to access a range of local jobs

This option would have significant positive effects socially, environmentally and economically. Providing people with the choice to access a range of jobs in their locality would result in the requirement to travel less and travel shorter distances and therefore help to encourage the use of more sustainable modes of transport, which would have environmental benefits. Providing people with a range of jobs in their locality also offers opportunities and choice for everyone and promotes social inclusion and would boost the local economy.

Option (d): Attract more local employers through high quality new business premises so that local people do not need to commute to other towns and cities

The availability of high quality businesses in the area could have a varying impact upon the environment, depending on the location of such enterprises. Negative impacts could result from development on sites that are greenfield or which have a nature conservation value. However the creation of jobs locally would help reduce the need to commute and have environmental benefits i.e. reduce pollution and congestion. In terms of the social impact the provision of employment opportunities for local people would have a major positive impact and promote social inclusion. In respect of economic impacts, this option would have a significant positive impact, through creating employment opportunities, promoting economic growth and attracting inward investment into the plan area.

Option (e): A combination of the above

All the options would have significant positive impacts socially, environmentally and economically with the exception of option (d), which could have a negative environmental impact. A combination of options would maximise these significant benefits.

Option (f): Other alternatives

This option cannot be tested at this stage; the sustainability of other alternatives would need to be tested individually.

Recommendation

All of the options have significant social, environmental and economic benefits. The only exception is option (d), which could have a negative impact on the environment if developments take place on greenfield sites or sites that have nature conservation value. If this option was expanded to make clear suitable locations for high quality new business premises then this option would also have significant environmental benefits.

All the options are compatible with each other therefore the most sustainable approach to reduce the need to travel would be a combination of all the options. The preferred approach overall is therefore option (e).

Issue 4B

What can be done to encourage more sustainable means of travel?	SA Effects		
	Social	Environmental	Economic
Option a) Encourage new public transport services?	++	++	++
Option b) Seek a range of public transport services that more effectively meets the needs of potential users (for example, by introducing new routes and extended operating hours)?	++	++	++
Option c) Develop more Park and Ride facilities?	/	++	+
Option d) Create more and better cycle paths and facilities?	++	++	+
Option e) Provide better facilities for pedestrians?	++	++	+
Option f) Build railway stations and create bus facilities in new developments?	++	++	+
Option g) Locate new jobs, services and facilities within walking distance of main city and town centres?	++	++	++
Option h) Increase traffic management and parking controls in city and town centres?	++	++	++
Option i) Reduce the number of parking spaces?	++	++	++
Option j) Require employers and services to prepare and follow a Travel Plan (e.g. to promote car sharing)?	/	++	+
Option k) Introduce road congestion charging or tolls?	/	++	+
Option l) A combination of the above?	+	++	+
Option m) Other alternatives?	/	/	/

Option (a): Encourage new public transport services

The provision of new public transport services would have a significant positive impact on the environment as it would reduce the need to travel by private car therefore helping to reduce congestion and air pollution and would also reduce the impact of motorised traffic upon the built and rural environment. In respect of its social impact, the provision of public transport would have a significant positive effect in that it enables people to travel and have access to a variety of transport modes and promotes social inclusion and choice. New public transport services would also help to provide a realistic alternative mode of travel for people travelling to work, education establishments and other facilities and would therefore have a significant positive effect upon the economy of the plan area.

Option (b): Seek a range of public transport services that more effectively meets the needs of potential users (e.g. by introducing new routes and extended operating hours)

The introduction of new and more accessible public transport routes and services would have a significant positive impact upon the environment as it would provide a viable and more environmentally friendly alternative to the private car. A greater choice in transport modes would be available and this would have a significant positive impact socially by providing an improved public transport service for all. Improved, additional and better targeted public transport services linking residential areas to employment sites would have a significant positive effect on the economy of the plan area by improving accessibility to jobs and marketing employment areas positively as locations well served by public transport.

Option (c): Develop more park and ride facilities

The main purpose of Park and Ride facilities is to discourage motorists from driving into town and city centres and therefore, helping to reduce congestion. This alone would have a significant positive impact on the environment by helping to reduce pollution, reducing congestion and standing traffic and ensuring that town centres remain an attractive place in respect of their environmental quality. There are no apparent social impacts. The provision of Park and Ride facilities can also have minor positive effects on the economy as less congestion and traffic in town and city centres can make them more attractive places to invest.

Option (d): Create more and better cycle paths and facilities

Provision of more cycle paths and facilities would have a significant positive impact both environmentally and socially. Cycling is an environmentally friendly mode of travel and a realistic alternative to travelling to work by car for shorter journeys therefore encouraging cycling would have environmental benefits. Cycling also promotes a healthy lifestyle and is an activity, which can be enjoyed by a large percentage of the population leading to significant positive social impacts. The economic impact would be minor positive as a good network of cycle paths would seek to encourage more people to travel by bicycle to their place of work and improved facilities (e.g. cycle locks, cycle parking, etc) would help to promote cycling as an attractive means of travel.

Option (e): Provide better facilities for pedestrians

Provision of better facilities for pedestrians would have a significant positive impact both environmentally and socially. It would encourage people to walk rather than travel by car for shorter journeys therefore encouraging walking would have environmental benefits. Walking also promotes a healthy lifestyle and is an activity, which can be enjoyed by a large percentage of the population leading to significant positive social impacts. The economic impact would be minor positive as it could reduce congestion in town and city centres throughout the plan area making them more attractive places and therefore improving their vitality and viability.

Option (f): Build railway stations and create bus facilities in new developments

The creation of new railway stations and bus facilities would have significant positive environmental impacts as they provide a more environmentally friendly alternative to the private car and improve accessibility for all by offering a choice of modes of travel for residents. This option would also help to provide a realistic alternative mode of travel for people travelling to work, education establishments and other facilities and would therefore improve access to jobs and have a minor positive effect upon the economy of the plan area.

Option (g): Locate new jobs, services, and facilities within walking distance of main city and town centres

This option would have a significant positive impact on the environment as it seeks to reduce the need to travel particularly by private car. It also seeks to ensure that the highest traffic generating facilities are located in town centres, thus enabling people to access them either by foot or by other alternative modes of travel, which are environmentally friendly. This also has a significant positive social impact as it provides services and facilities in central locations, thereby ensuring they are accessible to all. Locating facilities in central locations such as the main city and town centres would add to their vitality and viability, maintaining them as attractive places to live, work and visit. Attractive and vibrant centres will help to attract inward investment, thus creating job opportunities therefore this option would also have a significant positive impact upon the economy of the plan area.

Option (h): Increase traffic management and parking controls in city and town centres

The increase in traffic management and parking controls in city and town centres could result in congestion and traffic problems in these areas. It could potentially discourage people from working, investing in and visiting locations, particularly to shop, where there are strict parking controls and restrictive traffic management schemes in existence. If traffic management and parking controls are to be introduced, these must be counteracted by the improvement to public transport facilities. If this were achieved then this option would have significant positive impacts environmentally, socially and economically.

Option (i): Reduce the number of parking spaces

The reduction in the availability of parking spaces is likely to create congestion and could potentially discourage people from living, working, investing in or visiting locations where parking is difficult. If parking is to be reduced it must be counteracted by improvements to public transport facilities. If this were achieved then this option would have significant positive impacts environmentally, socially and economically.

Option (j): Require employers and services to prepare and follow a Travel Plan (e.g. to promote car sharing)

The purpose of Travel Plans is to encourage employees to travel to work in a more environmentally friendly manner. This has a significant positive impact on the environment because it encourages greener forms of travel, such as the use of public transport, cycling, walking and car sharing for regular journeys to and from work. Travel Plans should also provide facilities, such as cycle parking, lockers and showers to help encourage people to cycle to work. This will have a minor positive effect socially as it highlights to people the range and choice of travel modes available to them. In terms of the impact on the economy, this has a minor positive effect, as it would make the place of employment a more attractive place to work by virtue of the number and choices of alternative travel modes available.

Option (k): Introduce road congestion charging or tolls

The objective of introducing charges and tolls on roads is to encourage people to use more sustainable modes of travel, particularly for shorter trips. If this objective could be achieved, i.e. encourage people to change their mode of travel, then the impacts on the environment would be significantly positive. However, travelling by alternative means other than the private car is not always a viable option. There is no apparent social impact. There would be a minor positive economic impact, through helping to alleviate congestion in city and town centres, making them more attractive and safer places, which could help to encourage inward investment and improve vitality and viability.

Option (l): A combination of the above

Since all of the options score well against the Sustainability Appraisal objectives there would be significant cumulative benefits in combining them.

Option (m): Other alternatives

This option cannot be tested at this stage; the sustainability of other alternatives would need to be tested on an individual basis.

Recommendation

All of the options have some significant social, environmental and economic benefits. They are also all compatible with each other therefore the most sustainable approach to encouraging more sustainable means of travel would be a combination of all the options. The preferred approach overall is therefore option (l).

Issue 4C

What are the priorities for improving transport?	SA Effects		
	Social	Environmental	Economic
Option a) Create dedicated bus routes linking the main residential, business and shopping centres?	+	++	+ / ++
Option b) Create a circular bus/interchange route around the urban area?	++	++	+ / ++
Option c) Create new railway stations and improve routes and services?	++	++	++
Option d) Electrify the Blackpool to Manchester railway?	0	0	+
Option e) Promote rapid transport/light rail solutions?	++	++	+ / ++
Option f) Provide an integrated network of cycling and walking routes?	++	++	+ / ++
Option g) Provide new road crossings over the River Ribble?	0	- / --	++
Option h) Complete the motorway network round the Central Lancashire City (e.g. a new junction on the M6 to serve Chorley and a link from the M65 to the M55)?	0 / +	--	++
Option i) Create more direct links to Manchester and Blackpool airports?	++	+	++
Option j) A combination of the above?	++	++	++
Option k) Other priorities?	/	/	/

Option (a): Create dedicated bus routes linking the main residential, business and shopping centres

New bus routes linking residential and shopping areas would have a significant positive effect on the environment, as it would encourage people to travel by public transport to access their place of work and commercial centres, which would help to reduce pollution and congestion. This option would also have a minor positive social impact, as it would improve accessibility to jobs and facilities. Creating dedicated bus routes linking residential areas to employment sites and shopping centres could have a significant positive impact on the economy of the plan area by improving accessibility to local jobs and shops.

Option (b): Create a circular bus/interchange route around the urban area

Creation of an orbital bus/interchange route around the urban area would have a significant positive impact upon the environment because it would encourage people to use public transport for shorter journeys and particularly those within the urban core. In doing so, it would help to reduce the journeys made by private car by providing a realistic alternative and would therefore; help to reduce congestion and air pollution. In respect of the social impact, this would be significantly positive in that it would offer people further opportunities to travel, particularly those who do not have access to their own mode of transport. Provision of such a facility would also have a minor to significant positive impact upon the economy, as it would help to reduce traffic congestion in the urban area making places more attractive to shop and invest in.

Option (c): Create new railway stations and improve routes and services

Creating new railway stations and better routes and services would have a significant positive impact upon the environment because it would encourage people to use public transport for a variety of destinations, particularly those within the urban core and between urban areas. In doing so, it would help to reduce the journeys made by private car by providing a realistic alternative therefore helping to reduce congestion and air pollution. In respect of the social impact, this would be significantly positive as it would offer people further travel opportunities and choices, particularly those who do not have access to their own mode of transport. Provision of such facilities would also have a significant impact upon the economy, as it would help to reduce traffic congestion, improve accessibility and make places more accessible, and therefore more attractive to invest in and visit.

Option (d): Electrify the Blackpool to Manchester railway

This option would have a neutral impact environmentally and socially. There would be a minor positive impact on the economy, as it would allow for quicker and more efficient journeys to various destinations, particularly on commuter routes.

Option (e): Promote rapid transport/light rail solutions

This option would have a significant positive impact upon the environment of the plan area because it would encourage people to use public transport for journeys particularly those within the urban core and between urban areas. In doing so, it would help to reduce the journeys made by private car by providing a realistic alternative therefore helping to reduce congestion and air pollution. The social impact would be significantly positive, as it would offer people further opportunities to travel, particularly those who do not have access to their own mode of transport. Provision of such facilities would have a minor to significant impact upon the economy, as it would help to reduce traffic congestion in the urban area and improve accessibility and make places more attractive to invest in and visit.

Option (f): Provide an integrated network of cycling and walking routes

The provision of a network of sustainable transport routes would have a significant positive impact on the environment as it would encourage people to walk and cycle to their destinations by modes of transport that are not damaging to the environment. This would help reduce air pollution and create a cleaner atmosphere through less congestion. This option would also have a significant positive impact socially as it would offer people the opportunity to walk and cycle and help encourage healthier lifestyles and opportunities for recreation. The provision of a network of sustainable transport routes would give people a choice of travel modes for getting to their place of employment, commercial centre or school, etc. This would lead to a significantly positive economic impact, as it would help to reduce traffic congestion in towns and cities and make places more attractive to invest in and visit.

Option (g): Provide new road crossings over the River Ribble

This could potentially have a significant negative impact on the local environment due to the location and proximity of the Ribble Estuary SSSI. The construction stage could be very disruptive and have a detrimental and damaging impact upon habitats and species in the vicinity, together with the loss and damage to green belt land/countryside on the South Ribble side of the crossing. On the other hand, a new crossing could have a minor positive impact on the local environment by helping to ease congestion particularly in Preston City Centre allow freer movement of traffic. This option would have a neutral impact on social criteria. In terms of the economy, there would be a significantly positive impact, as it would improve the accessibility of the area and make it more attractive to inward investment due to a good road network and links.

Option (h): Complete the motorway network round the Central Lancashire City (e.g. a new junction on the M6 to serve Chorley and a link from the M65 to the M55)

Improvements to the motorway network via the creation of new links and junctions could have a significant negative effect on the environment of the plan area depending on where these improvements are made. This would involve significant construction work and could be damaging to natural habitats, wildlife corridors and may involve the loss of important sites. These considerations need to be taken into account when assessing the impact of improvements to the motorway network, particularly where it would involve the take up of additional land, and it would be necessary for the developer to undertake an Environmental Impact Assessment. This would ensure that damage/impact to the natural environment and habitats is minimised. Also, although improvements to the motorway network would help to improve the ease of travel, it would also encourage use of the private car leading to increases in air pollution. This option would have a neutral to a minor positive impact socially as it would offer a more accessible motorway network to people living, working and visiting the plan area. In respect of the economy, this option would have a significant positive impact as it would improve the accessibility of the plan area and make it more attractive to inward investment because it is well-served by the motorway network.

Option (i): Create more direct links to Manchester and Blackpool airports

It is not clear whether this option relates to investment in public transport, the road network, or both. The environmental impact would be minor positive as it would provide for quicker and more direct links to the two airports reducing the distance travelled by car and therefore reducing air pollution. This option is closely linked to option (d) and would contribute to a more efficient transport network in the region. This would have a minor positive effect socially as it offers people more journey choices and quicker journey times. In respect of the economy, there would be a significant positive impact because better transport links would make the region more attractive to investors and growing businesses.

Option (j): A combination of the above

This option could have a negative or positive impact on the sustainability of the plan area depending on the combination used. All options score well against the Sustainability Appraisal objectives with the exception of options (g) and (h) which could have some negative impacts on the environment. A combination of the other options would provide an integrated network of sustainable transport modes, which would have significant positive impacts environmentally, socially and economically.

Option (k): Other priorities

This option cannot be tested at this stage; the sustainability of other priorities would need to be tested on an individual basis.

Recommendation

Options (a), (b), (c), (e), (f) and (i) perform best overall and they would have the most significant social, environmental and economic benefits. Options (g) and (h) could have significant negative effects on the environment as they would involve construction works and whilst reducing congestion, they could lead to increases in car travel. These options should therefore not be taken forward. Option (d) would have little impact as the high cost of implementing it would not be outweighed by any benefits therefore it would not be feasible to take this option forward.

The most sustainable approach therefore for improving transport is a combination of options (a), (b), (c), (e), (f) and (i).

THEME 5: PROTECTING THE ENVIRONMENT

Issue 5A

What protection and improvement should be given to sites of local biodiversity and geological importance?	SA Effects		
	Social	Environmental	Economic
Option a) Protect all sites of local biodiversity or geological importance from development?	/	++	-/0
Option b) Allow some development as long as the developer compensates for any losses?	/	--	-/0
Option c) Some other approach?	+	+	+

Option (a): Protect all sites of local biodiversity or geological importance from development

Protection of all local sites of biodiversity or geological importance would have a significantly positive impact environmentally, as these sites would remain undisturbed and un-threatened leading to the protection, enhancement and management of biological and geological assets. There would be no real link to social effects; however the retention of sites of nature importance may promote health and well-being. Economically, this option would have a negligible impact, whilst it may hinder development, it may also direct development to previously developed sites or attract a certain level of tourism.

Option (b): Allow some development as long as the developer compensates for any losses

Allowing some form of development on sites of biodiversity or geological importance would have a major negative impact environmentally, as it would not serve to protect, enhance and manage biological and geological assets. Any development on sites of biodiversity or geological importance would need to be environmentally assessed, with any loss replaced with creation in new development. There would again be no real link to social effects, with the likely economic impact being negligible, although this option may lead to the loss of a beneficial asset.

Option (c): Some other approach

The sustainability of another approach cannot be tested at this stage and would need to be tested on an individual basis; however a balanced combination approach between the two options could ensure sufficient protection and enhancement of biodiversity and geological assets whilst not providing an obstacle to development.

Recommendation

Option (a) is the most sustainable approach, protecting all sites of biodiversity or geological importance in the area from development. Whilst option (b) would not provide the same barrier to development as option (a) would, it should not be taken forward in isolation.

A compromised balance between option (a) and (b) may be acceptable, if the preference is always toward protection, enhancement and management of sites of biodiversity and geological importance where appropriate.

Issue 5B

How can landscape character be best protected and improved?	SA Effects		
	Social	Environmental	Economic
Option a) Protect landscapes based on their recreational value and national status?	++	++	++/+
Option b) Protect landscapes which have high agricultural value?	/	++	-/0
Option c) Both of the above?	/	+	0
Option d) In some other way?	/	/	/

Option (a): Protect landscapes based on their recreational value and national status

The protection of landscapes for their amenity and recreational value would have a major positive environmental impact as it would ensure that landscapes are conserved and improved for future generations. The retention of recreational landscapes and amenities would also promote healthier lifestyles by ensuring better access to sport and recreational facilities – the impact socially would therefore be major positive. Economically, this option could have a major positive impact, as the protection of valued landscapes and green areas can help to promote tourism, encourage sustainable economic growth and attract inward investment.

Option (b): Protect landscapes which have high agricultural value

Protecting landscapes with high agricultural value would have a major positive impact environmentally as it would help to secure the long-term conservation of agricultural assets and mitigating the impacts of flooding and climate change. There is no apparent link to social effects, however economically the impact could be neutral to minor negative. Whilst this option could provide a barrier to development, it would ensure that land with agricultural production value in the region is protected.

Option (c): Both of the above

Adopting the combined approach would ensure that landscapes with amenity and recreation value are protected, along with land of agricultural value. Whilst overall, the social and economic impacts of this option are negligible; there would be positive environmental impacts through the conservation and enhancement of landscape value.

Option (d): In some other way

This option cannot be tested at this stage; the sustainability of another approach would need to be tested on an individual basis.

Recommendation

Option (a) is the most sustainable approach and therefore should be taken forward. This would result in the protection of the most valuable amenity and recreational landscapes promoting healthier lifestyles and attracting inward investment to the area.

The combination approach would however be recommended, as this would not only ensure that amenity and recreational landscapes are protected, but so to would valued agricultural landscapes.

Issue 5C

How can the design quality of new buildings be improved and land be used efficiently?	SA Effects		
	Social	Environmental	Economic
Option a) Define a local character for the built environment of villages and neighbourhoods and require this to be respected in all new development?	0	++	++
Option b) Allow a more flexible approach to development based on general best practice, and promoting high quality modern design?	++	++	++
Option c) Requiring developments to be built as densely as possible without compromising good design?	+	++	+
Option d) A combination of the above?	++	++	++
Option e) In some other way?	/	/	/

Option (a): Define a local character for the built environment of villages and neighbourhoods and require this to be respected in all new development

Identifying and defining the character of the built environment is important in ensuring new development is complimentary to the fabric of existing building character. This option would therefore have a major positive impact on the environment, as it seeks to protect the environment in its built form and retain local character. Socially, the impact of this option is likely to be neutral. The impact economically is likely to be significantly positive – where new development is sympathetic to the existing built environment, this will attract inward investment and create attractive tourist destinations.

Option (b): Allow a more flexible approach to development based on general best practice, and promoting high quality modern design

This option would have a major positive impact in social, environmental and economic terms. Allowing a more flexible approach to development and promoting high quality design would ensure the most sustainable use of the earth's resources and a contribution to tackling climate change. This option would ensure access to good quality, resource efficient housing and the provision of a well designed built environment for people to live in, work and visit, attracting inward investment and encouraging economic growth.

Option (c): Requiring developments to be built as densely as possible without compromising good design

In certain locations, well-designed, high-density development that is sensitive to the character of the area, will have a major positive impact on the environment as it would make the most efficient and sustainable use of the earth's resources. The impact socially, would be minor positive - whilst this option would ensure access to good quality housing, it is vitally important that this housing is served by adequate open space and green areas to promote healthier lifestyles and encourage sport and recreation. Economically, the impact would be minor positive, whilst this option would encourage economic growth, ensuring adequate green space in built up areas promotes enhanced environmental quality and ability to attract inward investment.

Option (d): A combination of the above

All the options perform positively, and therefore any combination would be a suitable and sustainable way forward. Combining option's (a) and (b) would ensure that, where appropriate, local built environment character is sympathised to in new development, but would also promote modern, high quality design in new buildings improving access to good quality, resource efficient housing. Combining elements of option (c) would produce major positive impacts by encouraging higher density development, where this appropriate – making the most efficient use of land, however this must be balanced with need to serve new developments with adequate open and green space.

Option (e): In some other ways

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

The most sustainable approach would be to adopt a combination of option's (a), (b) and (c). This would ensure that, where appropriate, new development is sympathetic of local built environment character, protecting and retaining areas of particularly significant and valuable character. However, this may not be appropriate in all locations, and therefore allowing flexibility for the integration of high quality, modern and well-design buildings into the fabric of the built environment would ensure adequate access to resource efficient development. Where high-density development is appropriate, this can contribute positively to the environment, by making the most efficient use of land, and should therefore be promoted. However, a balance must be achieved to ensure that high-density development is served adequately by open and green spaces to provide better access to areas for sport and recreation promoting healthier lifestyles.

Issue 5D

What is the best way of protecting and improving the historic environment?	SA Effects		
	Social	Environmental	Economic
Option a) Designate more Conservation Areas?	0	++	0
Option b) Concentrate resources on improving existing Conservation Areas?	0	++	0
Option c) Both of the above?	0	++	0
Option d) Give more protection to buildings listed for their local importance?	0	++	0
Option e) Some other approach?	/	/	/

Option (a): Designate more Conservation Areas

The preservation and enhancement of historical buildings and features is very important. The designation of additional areas of special character would have a major positive impact on the environment as it would seek to protect, conserve, manage and enhance areas of particular architectural, historic or cultural importance and merit. The impact socially and economically would, on balance, be neutral – whilst the designation of additional Conservation Areas may provide a barrier to development, it would help to ensure the protection of community facilities and may help to diversify the market by boosting tourism.

Option (b): Concentrate resources on improving existing Conservation Areas

Investing in the maintenance and improvement of existing Conservation Areas will have a major positive impact on the environment as it would seek to protect, conserve, manage and enhance areas of identified special historic interest, adding to the overall built environment quality of the region. As with Option (a), the impact in social and economic terms would balance as neutral, although Conservation Areas can provide a barrier to development and growth, they ensure the protection of valued community facilities and may help to diversify the market by boosting tourism.

Option (c): Both of the above

Designating new and additional Conservation Areas, and, where appropriate, investing in the enhancement of existing Conservation Areas would have a major positive impact on the environment. This would ensure that the identification of additional Conservation Areas did not undermine the continued upkeep and maintenance of existing areas of special historic interest in the form of Conservation Area Appraisals and Management Plans. Combining Option's (a) and (b) would protect, conserve and enhance existing areas architectural and historic merit and value. This option is likely to have neutral impacts socially and economically, although despite providing a barrier to development, it would result in the retention, expansion and improvement of a valued community facility and may help to diversify the market by boosting tourism.

Option (d): Give more protection to buildings listed for their local importance

Affording greater protection to buildings listed for their local historical and architectural importance will ensure that this resource is valuable resource is not lost. Environmentally, this option would have a major positive impact as it would protect and enhance buildings of local value. The impact socially and economically is likely to be neutral; however, retention of locally valued buildings would be to the benefit of the community.

Option (e): Some other approach

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation
All options are equally sustainable, and therefore pursuing any of the options would be equally acceptable. The most sustainable approach would however be to adopt a combination of each of the options. This would ensure that, where appropriate, new Conservation Areas are identified to protect and enhance areas of historical and architectural merit. Existing Conservation Areas would be enhanced also, to ensure degradation of these valued assets does not occur. It is also important to identify and adequately protect locally listed buildings to ensure environmental benefits for local communities.

Issue 5E

How can we increase our sources of renewable energy?	SA Effects		
	Social	Environmental	Economic
Option a) Encourage large-scale renewable schemes only?	0	--/+	/
Option b) Encourage small-scale renewable schemes only, as long as they fit in with the surroundings?	++	++	++
Option c) Both of the above?	++	++	++
Option d) Set targets for creating renewable energy in all new developments over a certain size?	++	++	++
Option e) In some other way?	++	++	+

Option (a): Encourage large-scale renewable schemes only

Large-scale renewable energy schemes can have potentially long-term positive effects environmentally. Renewable energy is a replenishable resource, and reduces reliance on non-renewable fossil fuels as a source of energy, this would help to tackle climate change and minimise pollution. However, large-scale renewable energy schemes can impact negatively on the environment, particularly during the construction phase and wind turbines can be perceived as having a detrimental impact on the natural beauty of the landscape. The impacts of this option in social and economic terms is likely to be negligible, however it is clear that large scale schemes will not be appropriate in certain locations due to environmental sensitivity.

Option (b): Encourage small-scale renewable schemes only, as long as they fit in with the surroundings

This option would probably be more acceptable in the region, provided that the renewable schemes are sympathetic to their surroundings. Examples of small-scale renewable schemes include: small wind turbines, solar panels, photovoltaic panels, sustainable urban drainage systems etc. Small-scale renewable energy schemes would have a major positive impact on the environment as they are replenishable sources of energy, help to tackle climate change and do not deplete the earth's finite resources. Socially and economically this option would have a major positive impact as it would help to ensure the provision of resource efficient housing and ensure a reduction in heating and water bills.

Option (c): Both of the above

This option could have a major positive impact in social, environmental and economic terms. Both large and small-scale renewable energy schemes could potentially be accommodated, if they are sensitively located, and, by virtue of their size and siting do not have a detrimental impact on the environment. Renewable energy schemes will have a major positive impact on the environment as they are replenishable sources of energy, help to tackle climate change and do not deplete the earth's finite resources. Socially and economically this option would have a major positive impact as it would help to ensure the provision of resource efficient housing and ensure a reduction in heating and water bills.

Option (d): Set targets for creating renewable energy in all new development over a certain size

This option would have a major positive impact in social, environmental and economic terms as it would ensure that, where viable, renewable energy capture systems are incorporated into new developments. Environmentally, this would reduce demand for fossil fuels as a source of energy, helping to tackle climate change and minimise pollution. Socially, this option would create access to resource efficient housing and other types of buildings, reducing heating and water bills, thus encouraging economic growth.

Option (e): In some other way

There are numerous other ways to secure a more environmentally friendly use of energy and resources, for example, the installation of Eco Smart Technology, including broadband connections, would offer working from home flexibility. This would help to reduce the need to travel, and therefore in environmental terms help to minimise pollution. Socially, there would also be a major positive impact, since enabling working from home arrangements, will ensure a better work-life balance, improving health and well-being. Economically, there would be a minor positive impact, through increased employee flexibility, however this may not encourage economic growth.

Recommendation

Individually, the most sustainable way forward is option (b), as this would encourage the utilisation of small-scale renewable energy schemes only. Any perceived detrimental impacts on environmental and landscape quality would be diminished, whilst, renewable sources of energy would be harnessed helping to tackle climate change and ensuring access to resource efficient housing.

The recommended approach however, would be option (c), a combination of both option's (a) and (b). Where large-scale renewable energy schemes are appropriately located, their benefits in sustainability terms are substantial. Therefore combining option (a) – where large-scale schemes are sensitively located – with option (b) is the most sustainable and preferred way forward. Option (d) should also be taken forward, setting appropriate renewable energy targets will ensure, where viable, new development contributes to harnessing renewable forms of energy.

Issue 5F

What are the most suitable ways of avoiding flooding in developments?	SA Effects		
	Social	Environmental	Economic
Option a): Avoid any new development in areas at risk of flooding?	++	++	++
Option b): Assess flood risk as part of a sustainability appraisal and allow development in low risk areas?	++	++	++
Option c): Insist that developers take suitable action to limit or prevent flooding in flood risk areas?	+	++	++
Option d): A combination of the above?	++	++	++
Option e): Some other approach?	/	/	/

Option (a): Avoid any new development in areas at risk of flooding

This option would be a sensible approach to managing flood risk in new development, and would result in major positive impacts in social, environmental and economic terms. By avoiding any development in areas vulnerable to flooding would mean environmentally, that flood risk and the impacts of flooding are suitably managed. Socially and economically flood damage to landscape and property would be prevented ensuring housing quality is not compromised and economic growth is not restrained.

Option (b): Assess flood risk as part of a sustainability appraisal and allow development in low risk areas

This option would be as strongly sustainable as Option (a), since, in areas that are low risk to flooding some development may be appropriate. Providing new development is subject to a Flood Risk Assessment and subsequent Sequential Test to determine the suitability of land for development in Flood Risk Areas, this option is sufficiently sustainable. Environmentally, there would be a major positive impact as flood risk would be managed and minimised, socially and economically, the areas most vulnerable to flooding would be protected from development ensuring property is not compromised and economic growth is not restrained.

Option (c): Insist that developers take suitable action to limit or prevent flooding in flood risk areas

This option would have a significantly positive sustainability impact. Where new development is located in areas at risk of flooding it is essential to ensure that all possible measures and actions to mitigate against the impacts of flooding are taken by developers. Environmentally this would mean that the impact of flooding in all new development would be managed and reduced. Economically, flood prevention in new development will ensure protection of property, increasing property value and encouraging economic growth. Socially, this option would ensure adequate access to good quality, flood protected and efficient housing.

Option (d): A combination of the above

Option (a) and (b) perform equally well, Option (c) also performs strongly, and therefore a combination of elements of all three options would be the most sustainable way forward. Combining Option's (a) and (b) would mean that development is prohibited in areas most vulnerable to the risk of flooding; whilst in areas at reduced risk of flooding could be developed if the appropriate assessments and tests are undertaken. This combination would have a major positive impact environmentally, socially and economically, ensuring adequate flood risk management, access to good quality and efficient housing, and encouraging economic growth. In addition, if Option (c) was to accompany Option's (a) and (b) this would strengthen the approach by ensuring all new development is appropriately planned to manage the risk of flooding.

Option (e): Some other approach

This option cannot be tested at this stage; the sustainability of a different approach would need to be tested on an individual basis.

Recommendation

A combination of option's (a), (b) and (c) would be the most sustainable and recommended way forward. This approach would ensure that areas most vulnerable to flooding would be protected from development, whilst areas at a reduced risk of flooding could accommodate development if the appropriate assessments and tests are undertaken to determine the degree of flood risk and, sequentially, the most preferable sites for development having accounted for any identified flood risk. The appropriate management of flood risk and impacts of flooding, access to good quality housing and encouragement of economic growth would result, creating major positive impacts in social, environmental and economic terms.

In addition, option (c) would need to accompany option's (a) and (b), to ensure that, where appropriate, all new development at risk of flooding is planned and designed to reduce the risks and potential impacts of a flooding event.

THEME 6: IMPROVING QUALITY OF LIFE

Issue 6A

What spatial planning proposals can best contribute to reducing levels of crime and providing opportunities for constructive community activity?	SA Effects		
	Social	Environmental	Economic
Option a) Improve the design and layout of buildings to make it harder for criminal activity to take place undetected?	++	++	+
Option b) Seek developer funding for a range of community facilities and related schemes?	++	0	-
Option c) Make sure existing community facilities that are still needed are not lost to other uses and are improved where necessary?	++	0	0
Option d) A combination of these?	++	++	0
Option e) Some other approach?	/	/	/

Option (a): Improve the design and layout of buildings to make it harder for criminal activity to take place undetected

The design and layout of buildings has a major impact on crime. Pursuing improvements would have significant positive social impact as better building design and layout can lead to significant reductions in crime levels. This option would also have significant positive effects on the environment through improvements to the townscape and built environment. The economic impact would be minimal with this option maybe having a small positive impact on developing and marketing the image of the plan area.

Option (b): Seek developer funding for a range of community facilities and related schemes

Developer funding would lead to an increase in community facilities (provided existing facilities are also maintained) resulting in significant positive social impacts particularly in relation to access to services and amenities and community development. This option would have little impact on the environment. In relation to the economy, the extent of the impact would depend on the amount of developer contributions sought and whether this would deter developers from developing in the plan area. Seeking developer funding from all developments regardless of size, may lead to some developments being unviable which would therefore have a negative impact on the economy.

Option (c): Make sure existing community facilities that are still needed are not lost to other uses and are improved where necessary

Protection and improvement of existing facilities would have a major positive social impact as it would support community development and maintain and improve access to and use of services and amenities. This option would have little impact on the environment and economy.

Option (d): A combination of these

A combination of the above 3 options would be the most sustainable approach as they all complement each other well. Option (b) would only have major positive social effects if existing facilities were maintained therefore would work best with option (c).

Option (e): Some other approach

This option cannot be tested at this stage; the sustainability of other approaches would need to be tested on an individual basis.

Recommendation

Option (a) performs well in relation to crime and is therefore a sustainable approach to reducing levels of crime in new developments throughout the plan area. In relation to the provision of community facilities, option (c) performs better than option (b) as seeking developer contributions from all developments may result in some developments being unviable leading to a negative impact on the economy. It would be more sustainable to only seek contributions from those developments that would lead to a shortfall in community facilities in the area.

Overall the most sustainable approach to reducing crime levels and providing opportunities for community activities is a combination of options (a) and (c). Opportunities for community activity could be further improved by ensuring that any developments that would lead to a shortfall in community facilities in the area either provide or contribute to the provision of such facilities.

Issue 6B

How can spatial planning most best help to reduce pockets of deprivation?	SA Effects		
	Social	Environmental	Economic
Option a) Identify and reserve sites for new educational, training and health facilities?	++	++	++
Option b) Redevelop facilities that are no longer required so that others can be relocated to where they are most needed?	+/-	+/-	+/-
Option c) Seek developer funding for educational, training and health facilities?	++	++	+/-
Option d) Link improvements to GP and dentist services with the scale of new housing development?	0	0	0
Option e) Improve transport to provide better access to facilities?	+	+	+
Option f) A combination of these?	++	++	++
Option g) In some other way?	/	/	/

Option (a): Identify and reserve sites for new educational, training and health facilities

This option would have significant positive social effects as it would improve access to educational, training and health facilities throughout the plan area if enough sites are reserved in the areas most at need and then subsequently brought forward for development. This would also reduce the need to travel leading to significant positive effects on the environment particularly in relation to improving air and water quality. Providing educational and health facilities would lead to significant economic benefits particularly in relation to developing a healthy labour market and providing educational facilities for all.

Option (b): Redevelop facilities that are no longer required so that others can be relocated to where they are most needed

This option would have a similar effect as option (a) provided that sufficient facilities are relocated to where they are most needed. If not enough facilities are provided to replace the ones allowed to be redeveloped then there would be many negative social, environmental and economic effects.

Option (c): Seek developer funding for educational, training and health facilities

Seeking developer funding for educational, training and health facilities would lead to an increase in such facilities (providing existing facilities are maintained) in the plan area and would therefore have a similar impact as option (a) provided they are located in the areas most at need. The overall impact would depend on the amount of developer contributions sought and whether this would deter developers from developing in the plan area.

Option (d): Link improvements to GP and dentist services with the scale of new housing development

This option could have a positive social effect, as it would ensure that there is sufficient access to GP and dentist services in line with increases in the population. However, there is already increasing demand for extra GP and dentist services in the plan area, therefore improvements need to be made to improve access to meet current demand, not just when the population is increased due to new housing developments. Also, most new housing development is likely to take place in the larger urban settlements therefore there would be little improvement to these services in the smaller villages. There would be little environmental and economic impact.

Option (e): improve transport to provide better access to facilities

Transport improvements would make educational, training and health facilities more accessible and therefore lead to similar benefits as option (a) but the benefits are likely not to be as significant as option (a) as no new facilities would be provided.

Option (f): A combination of these

A combination of the above options would work well together and would be the most sustainable approach as it would ensure new facilities are provided in the plan area whilst improving access to existing facilities and relocating underused facilities to more appropriate locations.

Option (g): In some other way

This option cannot be tested at this stage; the sustainability of other approaches needs to be tested on an individual basis.

Recommendation

Option (a) performs the best overall as it would allow education, training and health facilities to be located in the areas of greatest need in the plan area. Options (b), (c) and (d) also perform well if combined with option (a) as they would allow unused facilities to be redeveloped for other uses, improved access to these facilities and funding to be sought from developers to provide such facilities. Option (d) would have little impact in sustainability terms.

The most sustainable approach is therefore a combination of options (a), (b), (c) and (e). In relation to option (c) however there could be negative economic impacts from requiring developer funding from all developments as it could lead to some smaller developments being unviable. It would be more sustainable to only seek developer funding from those developments that would result in a shortfall or worsening of provision in the local area.

Issue 7A

How should the economy in rural areas be developed?	SA Effects		
	Social	Environmental	Economic
Option a) Encourage farmers to diversify so that other rural based industries can be established?	+	+/-	++
Option b) Promote rural recreation and tourism as long as they do not spoil the countryside or have other negative impacts?	+	+/-	++
Option c) Encourage small-scale employment opportunities, unconnected with rural activities, in local service centre villages?	+	+	++
Option d) A combination of the above?	+	-	++
Option e) In some other way?	/	/	/

Option (a): Encourage farmers to diversify so that other rural based industries can be established

Encouraging economic diversification in rural areas would have a major positive impact on the economy, as it would help to establish and promote sustainable economic growth and the growth of rural business. Environmentally the scale of impact would be dependant on the type of rural business that is established, the likely impact would be positive if the industry was sympathetic to the landscape and agricultural value of rural areas. Socially, this option would have a positive impact, as it could improve access to facilities in rural areas and reduce the need to travel.

Option (b): Promote rural recreation and tourism as long as they do not spoil the countryside or have other negative impacts

This option would have a positive impact socially, as it would improve health and well being in rural areas by ensuring good access to recreational facilities and services. Environmentally this option could have a positive or negative impact – local people would not need to travel as far to access recreational facilities, however depending on the scale of facilities, people may be attracted from outside the rural areas, increasing traffic in the area, causing congestion and leading to air pollution. In economic terms, this option would have a major positive impact as it would promote the growth of rural business; diversify the economy creating tourism-based employment leading to economic growth.

Option (c): Encourage small-scale employment opportunities, unconnected with rural activities, in local service centre villages

This option would have a positive impact in social, economic and environmental terms. Allowing smaller scale employment uses in villages would benefit the local economy by providing jobs to local people and encouraging rural business growth. Socially, this would improve access to services and facilities, reducing the need to travel. Environmentally, smaller scale employment uses would mainly be staffed by local people, preventing the creation of significant increases in traffic generation which would help to minimise pollution.

Option (d): A combination of the above

A combination of all three options would have the greatest positive impact economically. The sustainable growth of rural business would be promoted, leading to diversification in the rural economy and the creation of employment opportunities. Socially, a combination of all three options would improve access to services, recreational facilities and job opportunities, promoting healthier lifestyles and reducing the need to travel. Environmentally however, there could be a negative impact, since both option's (a) and (b) may lead to increased traffic generation in rural areas, detrimentally impacting on the rural environment and increasing levels of pollution.

Option (e): In some other way

This option cannot be tested at this stage; the sustainability of another approach would need to be tested on an individual basis.

Recommendation

All three options could potentially perform equally sustainable, although the most sustainable is option (c). This option would have positive impacts in social, environmental and economic terms – providing jobs for local people, reducing the need to travel and minimising pollution.

However, the most sustainable approach would be option (d), a combination of all three options. Taking forward option's (a) and (b) with option (c) would provide the most sustainable economic impacts, by promoting economic growth in rural areas and improving access to recreational facilities to encourage healthier lifestyles as well as providing more jobs for local people.

In taking forward this option however, care must be taken to ensure the impact environmentally is positive – this can be achieved by only allowing business and industries that are sympathetic to the rural environment to establish and grow, and ensuring any recreational facilities provided are appropriately scaled so not to generate significant levels of visitors, traffic and therefore pollution into rural areas.

Issue 7B

How can villages continue to meet the day-to-day needs of local communities?	SA Effects		
	Social	Environmental	Economic
Option a) Protect existing shops and community buildings from uses that would not provide services local people need?	++	++	++
Option b) Allow shared use of buildings or sites to provide or retain local services?	++	++	++
Option c) Allow suitable small-scale housing and commercial developments in local service centres as long as they financially support local services?	+	0	++
Option d) Use bus services to link more remote small villages and hamlets to local service centres?	++	++	++
Option e) A combination of the above?	/	/	/
Option f) In some other way?	/	/	/

Option (a): Protect existing shops and community buildings from uses that would not provide services which local people need

This option would have a major positive impact socially, environmentally and economically. Ensuring shops and community facilities in villages are protected will ensure that local people have access to basic services reducing the need to travel. This in turn will have significant positive impacts environmentally, reducing the need for local people to travel to access basic services will help to reduce traffic congestion and help to minimise pollution. Economically, this option would ensure the retention of local shops and community facilities, protecting local jobs and helping to reduce economic disparities in the plan area.

Option (b): Allow shared use of buildings or sites to provide or retain local services

This option would have major positive impacts in social, environment and economic terms equal to option (a). Where appropriate, local services will remain accessible; reducing the need to travel, minimising pollution and protecting local jobs. In addition, this option would ensure that where local services are not economically sustainable or viable in the long term, other uses can be integrated to generate additional income and encourage the continued existence of essential local services.

Option (c): Allow suitable small-scale housing and commercial developments in local service centres as long as they financially support local services

This option would have a major positive impact economically as it would encourage and promote appropriately scaled commercial and housing developments in local service centres helping to achieve sustainable economic growth and the provision of retail and related services. Socially, this option would have a minor positive impact, as it would improve access to basic services and good quality housing. However, larger scale commercial developments may not serve to protect local jobs and may not help to reduce the need to travel. Environmentally, the impact would be neutral, the provision of market housing and commercial developments may lead to the loss of local facilities, increasing the need to travel and leading to pollution.

Option (d): Use bus services to link more remote small villages and hamlets to local service centres

This option would have a major positive impact socially, environmentally and economically. Linking outlying villages and hamlets to local service centres with bus services would reduce the need to travel by improving people's access to services, especially for those without a car. Those with a car would be given an opportunity to use more sustainable transport modes. Environmentally, the promotion of more sustainable forms of transport and therefore less travel by private car would help to reduce air pollution and tackle climate change. Economically, improving the accessibility of local service centres to villages and hamlets would encourage people to use these facilities, helping to boost rural economic growth and safeguarding local jobs.

Option (e): A combination of the above

A combination of all of the above options may not be possible as there could potentially be some conflict, particularly between option's (a) and (b) and option's (a) and (c). Option (d) however would combine well within any of the other three options. A flexible approach may be required depending on the characteristics of the area, combining option (a) with option (d) would ensure local service centres are well serviced by public transport modes and that all existing shops and community facilities are retained for local use protecting local jobs. However this may not always be economically viable, in some cases, the dual use of buildings or sites may be required to ensure local services are sustained – combining option (b) with (d) would therefore be equally sustainable. Combining option's (c) and (d) would be a less sustainable approach however, since larger scale housing and commercial developments in local service centres may result in the loss of local jobs and community facilities.

Option (f): In some other way

This option cannot be tested at this stage; the sustainability of another approach would need to be tested on an individual basis.

Recommendation

Option's (a) and (b) perform equally well, however due to potential conflicts, could not be taken forward in combination. Option (a) would ensure the protection of local services and community facilities, protecting local jobs, reducing the need to travel and minimising pollution. This option may however not always be economically viable, and the dual use of buildings (as described in option (b)), or other appropriate housing and commercial developments (as described in option (c)), may be required to ensure some local facilities are sustained in the long term. Option (d) however is a sustainable approach and should be taken forward.

The most sustainable way forward would be to combine option (d) with option (a), to ensure local service centres are accessible by public transport and local facilities are maintained and protected. However, there may be instances where the dual use of buildings needs to be encouraged to ensure viability, and therefore combining option's (b) and (d) is also recommended.

Issue 7C

In what way can rural affordable housing needs best be met?	SA Effects		
	Social	Environmental	Economic
Option a) Make an exception to Green Belt and other policies to allow affordable housing schemes in or next to villages?	+/-	-	+
Option b) Reserve sites in rural settlements for affordable housing?	+	+	+
Option c) Allow suitable small scale housing development in local service centre villages as long as this provides a large proportion of affordable homes?	++	+	+
Option d) A combination of the above?	/	/	/
Option e) In some other way?	/	/	/

Option (a): Make an exception to Green Belt and other policies to allow affordable housing schemes in or next to villages

This option could have a positive impact socially – only allowing schemes where all units are affordable should increase the proportion of affordable housing in rural villages. However, this option would not meet the housing needs of all because other forms of housing would not be developed in rural areas. Providing additional affordable homes for local people in rural areas would help support the rural economy, local jobs and contribute to sustainable economic growth. Environmentally, the impacts would be negligible; however, developing greenfield or Green Belt land on the edge of settlements may have a detrimental impact on landscape character and quality.

Option (b): Reserve sites in rural settlements for affordable housing

This option would have a positive impact socially, as it would ensure an increasing proportion of affordable housing in villages and rural areas improving access to affordable housing, however this may limit the provision of local housing meeting the needs of others. Environmentally, this option could result in less land being required on the edge of rural settlements for affordable housing schemes and would therefore have a minor positive impact. Economically, this option would help to retain population within rural settlements, encouraging the sustainable growth of rural business.

Option (c): Allow suitable small scale housing development in local service centre villages as long as this provides a large proportion of affordable homes

This option would have a major positive impact socially, as it would help to finance an increased proportion of affordable housing in rural areas, improving access to affordable housing, and provide a range of market housing schemes within local service centres to meet other identified needs. Potentially, this would ensure a mix of housing to meet the needs of all. Environmentally, this option would ensure housing is provided within existing settlements, reducing the pressure to develop greenfield land on the edge of settlements. Economically, this option would help support rural businesses, provide jobs for local people and encourage sustainable economic growth.

Option (d): A combination of the above

A combination of Option's (a) and (b) would be more sustainable than taking forward either option individually. By reserving rural settlement sites for affordable housing and allowing the development of rural exception sites would ensure the provision of greater amounts of affordable housing than if wither option were pursued in isolation. Option's (a) and (c) could not be combined, as they are in conflict. Option (c) is the most sustainable approach and could be combined with Option (b) if some sites within rural areas could be reserved for affordable housing only which would result in more affordable housing provision than if Option (c) had been taken forward in isolation.

Option (e): In some other way?

This option cannot be tested at this stage; the sustainability of another approach would need to be tested on an individual basis.

Recommendation

The most sustainable option is option (c), as this would potentially result in a mix of housing types to meet the needs of all. Appropriate market housing schemes would be provided in local service centre villages which would help finance the provision of affordable housing in rural areas. To maximise the provision of affordable housing however, option (c) should be combined with option (b), so that sites could be identified as potentially contributing to meeting affordable housing needs in rural areas. Although Option (a) does not serve to protect landscape character and quality by allowing complete affordable housing schemes in countryside areas, there may be instances where this is acceptable, and therefore this option should not be ruled out.

Overall, the most sustainable way forward would be to combine option's (c) and (b), however, in certain circumstances option (a) may be an appropriate approach and should therefore be considered as a sustainable alternative.

THEME 8: THRIVING CENTRES

Issue 8A

What policy hierarchy for centres is needed?	SA Effects		
	Social	Environmental	Economic
Option a) Leave Preston as the only named centre where most retail, office and leisure development should go?	-	0	-
Option b) Identify a full range of city, town, district and local neighbourhood centres?	++	+	++
Option c) Some other approach?	/	/	/

Option (a): Leave Preston as the only named centre where most retail, office and leisure development should go

This option could potentially have a negative social impact in terms of access to services and amenities if most retail, office and leisure development is directed to Preston and discouraged from other plan area town, village and neighbourhood centres. This option is likely to have a limited impact upon the environment. It is likely to have a positive economic impact for Preston, but could have significant negative economic impacts for other centres in the plan area, if retail, office and leisure development is discouraged from these centres.

Option (b): Identify a full range of city, town, district and local neighbourhood centres

This option would have significant positive social impacts for the full range of centres in the plan area. Positive social impacts could include reducing the need to travel and providing better access to services because appropriate retail, offices and leisure development should be encouraged to centres at all levels of the hierarchy. If this option results in a reduction in the need to travel it could also lead to a minor positive impact on the environment through the improvement to air quality. This option could have significant positive economic impacts for all centres in the plan area, if it encourages appropriate development to centres at all levels of the hierarchy.

Option (c): Some other approach

This option cannot be tested at this stage; the sustainability of other approaches needs to be tested on an individual basis.

Recommendation

Option (b) performs the best overall and is the most sustainable policy hierarchy for centres as it allows appropriate retail, office and leisure development to take place throughout centres in the plan area rather than being concentrated in Preston. This would provide better access to jobs, shops and leisure facilities throughout the plan area whilst reducing the need to travel and boosting the economies of all the centres.

Issue 8B

How should the number of vacant shops in our centres be reduced?	SA Effects		
	Social	Environmental	Economic
Option a) Prevent shop and service buildings being lost to other uses?	+	+/-	+/-
Option b) Allow the loss of shops and services if it can be shown that there is no longer a demand for them?	+	+/-	0
Option c) Relax restrictions on the amount of non-retail uses allowed in some areas?	-	+/-	+/-
Option d) Allow more community uses?	+	+/-	0
Option e) Allow more office uses?	0	+/-	+/-
Option f) Allow residential uses?	-	+/-	+/-
Option g) A combination of the above?	/	/	/
Option h) Let market forces decide the mix of uses in our centres?	--	--	/
Option i) In some other way?	/	/	/

Option (a): Prevent shop and service buildings being lost to other uses

This option could have minor positive social impacts in terms of reducing the need to travel and improving access to services, if it retains local services. However, it could have a negative impact on the townscape if there is no demand for units. This option could have minor positive economic effects if it retains a concentration of shops and services in shopping centres but the effect could be negative if a lack of demand for unit's results in many vacant premises detracting from the image of the area.

Option (b): Allow the loss of shops and services if it can be shown that there is no longer a demand for them

This option should have positive social impacts, as it would allow shops and services that there is more demand for to be located in centres. The environmental impact of this option could be positive on the townscape of the centres as it may lead to fewer vacancies as shops and services that are not currently permitted in centres will be allowed to do so if there is no demand for some of the existing shops and services. On the other hand the environmental impact could be negative if those shops and services that there is no longer a demand for are lost but are not replaced by other shops and services. There would be little impact on the economy provided a concentration of shops and services in shopping centres is retained.

Option (c): Relax restrictions on the amount of non-retail uses allowed in some areas

This option could have negative social impacts if it reduces accessibility to shops and increases the distance required to travel to them. It could have a minor positive environmental impact in terms of townscape if it results in the reduction of vacant premises, but could lead to an increase in air pollution if people are required to travel further to access shops. This option could have a positive economic impact in terms of boosting the image of the area if it prevents vacant premises, but could also have a negative economic impact if it reduces the viability of shopping centres, by reducing the concentration of shops.

Option (d): Allow more community uses

This option could have positive social benefits in terms of supporting community development and improving access to community facilities, but could also reduce accessibility to shops and increase the distance required to travel to them. It could have a positive environmental impact in term of townscape if it results in the reduction of vacant premises, but could lead to an increase in air pollution if people are required to travel further to access shops. This option could have a positive economic effect if it attracts people to centres for community uses and prevents vacant premises, but could also have a negative economic impact if it reduces the viability of shopping centres, by reducing the concentration of shops.

Option (e): Allow more office uses

This option should have similar social and environmental effects as option (c). It should have a positive economic effect if it increases growth in office based employment and prevents vacant premises, but could also have a negative economic impact if it reduces the viability of shopping centres, by reducing the concentration of shops.

Option (f): Allow residential uses

This option could have negative social impacts if it reduces accessibility to shops and increases the distance required to travel to them by reducing the number of shops, although new residents will be conveniently located for the remaining shops and services. It could have a positive environmental impact in term of townscape if it results in the reduction of vacant premises, but could lead to an increase in air pollution if people are required to travel further to access shops. This option could have a positive economic impact if it provides local custom for shops and services, and prevents vacant premises, but could also have a negative economic impact if it reduces the viability of shopping centres, by reducing the concentration of shops.

Option (g): A combination of the above

A combination of the above options could have positive social, environmental and economic impacts, providing some protection is provided for existing shops and services.

Option (h): Let market forces decide the mix of uses in our centres

The sustainability impact of this option is dependent on the outcome of allowing market forces to determine the mix of uses in shopping centres, which is likely to vary from centre to centre, depending upon their strengths and weaknesses.

Option (i): In some other way

This option cannot be tested at this stage; the sustainability of other approaches needs to be tested on an individual basis.

Recommendation

Option (a) performs the best overall in terms of ensuring that a full range of services are maintained in town and local shopping centres, however where there is no demand for such services, it could lead to a number of vacant properties, particularly in local centres.

The most sustainable approach therefore may be to take forward option (a) for the larger urban shopping centres (i.e. Preston, Leyland and Chorley) where there will be more demand for retail uses but to take forward a combination of options (a), (b) and (c) for district and local centres so that where there is no demand for a certain service leading to a number of vacancies in these centres, then these services are allowed to be lost and replaced with some non-retail uses that would serve the needs of the local community.

Issue 8C

How can the city and town centres become attractive to a wider cross-section of people?	SA Effects		
	Social	Environmental	Economic
Option a) Try to prevent more alcohol-related facilities by restricting further development of pubs and clubs?	+	0	+/-
Option b) Assess the potential for non-alcohol related leisure facilities and identify city and town centre sites for these facilities?	+	+	+
Option c) Improve street lighting?	+	+	+
Option d) Increase partnerships with the police?	+	0	+
Option e) Establish 'alcohol free zones' and specific 'drinking areas'?	+	0	+
Option f) A combination of the above?	+	+	+
Option g) In some other way?	/	/	/

Option (a): Try to prevent more alcohol-related facilities by restricting further development of pubs and clubs

This option is likely to have minor positive social impacts in terms of reducing crime and the fear of crime, but limited environmental impacts. It may have positive economic impacts in terms of boosting non-alcohol related evening leisure uses, but would impact negatively on alcohol related leisure uses.

Option (b): Assess the potential for non-alcohol related leisure facilities and identify city and town centre sites for these facilities

The impacts of this option are dependent on whether there is any potential for non-alcohol related uses in city and town centre sites. If there is potential there could be positive social impacts in terms of reducing crime, disorder and the fear of crime. Developing Town Centre sites for such uses could have minor positive environmental benefits on the townscape. This option may have positive economic impacts in terms of boosting non-alcohol related evening leisure uses and helping to create an urban renaissance.

Option (c): Improve street lighting.

This option is likely to have positive social impacts in terms of reducing crime, disorder and the fear of crime. It is likely to have positive environmental impacts in terms of townscape. It may encourage more evening visits to Town and City centres, which would have positive economic effects.

Option (d): Increase partnerships with the police

This option is likely to have positive social impacts in terms of reducing crime, disorder and the fear of crime, but limited environmental impacts. It may encourage more evening visits to Town and City centres, which would have positive economic effects.

Option (e): Establish 'alcohol free zones' and specific 'drinking areas'

This option is likely to have positive social impacts in terms of reducing crime, disorder and the fear of crime, but limited environmental impacts. It is likely to have similar economic effects to option (d).

Option (f): A combination of the above

A combination of the above options is likely to have positive social impacts in terms of reducing crime, disorder and the fear of crime, and positive environmental impacts in terms of the townscape. There may be positive economic impacts in terms of boosting non-alcohol related evening leisure uses, which might help to create an urban renaissance, but any combination of uses that involves Option A would have a negative impact on alcohol related leisure uses.

Option (g): In some other way

This option cannot be tested at this stage; the sustainability of other approaches needs to be tested on an individual basis.

Recommendation

All options perform relatively well in relation to making town and city centres more attractive through providing a wider range of leisure facilities in city and town centres, reducing crime and making them feel safer places. Option (a) however may impact negatively on the nighttime economy as alcohol related facilities contribute significantly to it.

The most sustainable approach to making city and town centres would therefore be a combination of options (b), (c), (d) and (e). Option (b) however should only be taken forward if sufficient sites are available in city and town centres for non-alcohol related leisure facilities.

Issue 8D

How can the Core Strategy support the regeneration of town and district centres?	SA Effects		
	Social	Environmental	Economic
Option a) Identify sites for suitable new town centre development?	+	+	+
Option b) Restrict the amount of non-retail uses in main shopping areas?	+	+/-	+/-
Option c) Improve the environment?	0	++	+
Option d) Encourage people to live in town and district centres?	+	+	++
Option e) Resist development outside of town and district centres?	+	+	+
Option f) A combination of the above?	+	+	+
Option g) In some other way?	/	/	/

Option (a): Identify sites for suitable new town centre development

This option could have minor positive social impacts in terms of reducing the need to travel and improving access to services, if it results in the provision of new shops, services and amenities in existing town and district centres. It should have a minor positive environmental impact in terms of townscape if it results in well-designed new development. It could also have minor positive environmental impacts in terms of reducing air pollution if the need to travel is reduced. It should have a range of positive economic impacts and help to boost an urban renaissance.

Option (b): Restrict the amount of non-retail uses in main shopping areas

This option should have minor positive social impacts in terms of reducing the need to travel and improving access to shops, if it results in their retention in main shopping areas. It should have a minor positive impact on the environment, as townscapes would be improved, unless there is little demand for retail units, which would lead to vacancies. This option should have minor positive economic effects if it ensures a concentration of shops, but the effect could be negative if a lack of demand for units results in vacant premises detracting from the image of an area.

Option (c): Improve the environment

This option is likely to have limited social impacts but should have significant positive environmental impacts in terms of the townscape. This option could also have a minor positive economic effect in terms of boosting the image of the area and helping to create an urban renaissance.

Option (d): Encourage people to live in town and district centres

Increased town centre living should have minor positive social benefits in terms of reducing the need to travel, improving access to services and reducing crime and disorder through increased levels of natural surveillance. It could also have minor positive environmental impacts in terms of townscape and reducing air pollution if the need to travel is reduced. This option should have a range of significant positive economic impacts as people would have better access to shops and services therefore they may be better used.

Option (e): Resist development outside of town and district centres

This option could have positive social impacts in terms of reducing the need to travel and improving access to services, if it results in the provision of new shops, services and amenities in existing centres rather than out-of-centre. It could also have positive environmental impacts in terms of reducing air pollution if the need to travel is reduced. This option should have a range of positive economic impacts for existing town, district and local centres and help to boost an urban renaissance.

Option (f): A combination of the above

A combination of the above options is likely to work well together and have a range of positive social, environmental and economic impacts.

Option (g): In some other way

This option cannot be tested at this stage; the sustainability of other approaches needs to be tested on an individual basis.

Recommendation

Option (d) performs the best overall in sustainability terms but in reality this option may not be feasible as there will be limited opportunity to provide extra housing in town and district centres. This can only be achieved through the provision of flats above shops, which is already encouraged. Option (a) also performs well however there may be limited sites available in to allocate for town centre development. Having policies that ensure all retail development is directed to city, town and district centres would be sufficient without having to allocate specific sites.

The most sustainable approach to supporting the regeneration of town and district centres would be a combination of options (b), (c) and (e).

Appendix 2: Testing and Comparison of Core Strategy Spatial Options

Spatial Option 1: Focus growth in Preston City and the other main urban areas

SA Effects		Comments
Social	0	<ul style="list-style-type: none"> ▪ Concentrating new growth within main urban areas should help to reduce the need to travel for new and existing residents of those areas and surrounding areas. However, restricting investment in rural settlements will not help to address out-commuting to access employment, shopping, leisure and other service elsewhere. ▪ Most new housing within the main urban areas is likely to be of a medium to high density, with typically small gardens, which may not meet the needs or aspirations of some families or those on higher incomes. The release of greenfield land for new housing could help to address this issue. ▪ This option is unlikely to lead to the provision of much affordable housing in rural settlements. ▪ The concentration of new investment in existing areas of higher population should enable greater use and access to facilities and services. However, restricting most investment in rural areas will not help to address the issue of a shortage of facilities and services in some of those areas.
Environmental	0	<ul style="list-style-type: none"> ▪ This option aims to concentrate new growth within urban areas, which will help to protect greenfield sites. However, the option does allow for some greenfield development on the edges of the main built-up areas. ▪ Concentrating new growth within urban areas is likely to lead to pressure to redevelop large gardens, which could have a negative effect on the environmental character of lower density areas. ▪ Focussing growth within urban areas may be beneficial for biodiversity outside of those areas, but large gardens and vacant brownfield sites can form a valuable biodiversity resource in urban areas, which can be lost with insensitive redevelopment. ▪ If the concentration of investment in main urban areas leads to a reduction in travel, this should be beneficial overall to air quality and help to reduce climate change. However, the concentration of investment in certain individual locations may result in a deterioration of the air quality in those areas. ▪ Focussing growth in main urban areas should help to reduce the amount of derelict, contaminated and vacant/underused land. ▪ If the concentration of investment in main urban areas leads to a reduction in travel, this will help to conserve existing resources.
Economic	0	<ul style="list-style-type: none"> ▪ The concentration of investment in main urban areas should help reduce economic deprivation where it results in more job opportunities, as the highest concentrations of unemployment and worklessness can be found in these areas. However, this option is unlikely to make much impact on economic deprivation in rural areas. ▪ This option should help to provide more business opportunities in the main urban areas, but is unlikely to have much impact in the rural areas. However, there is likely to be pressure on existing employment areas to accommodate new residential development and associated services potentially resulting in the loss of local sources of employment. ▪ This option focuses investment in main urban areas and should help to deliver an urban renaissance, although areas most in need are not specifically targeted. However, this option will not have much impact on the economy of smaller settlements in rural areas.

Conclusion

Overall, the impact of this spatial option is neutral as there would be both positive and negative impacts throughout Central Lancashire.

There would be positive impacts within Preston and other main urban areas as people living in those areas would have better access to services and employment which would reduce the need for these people to travel and lead to environmental benefits. This option however could involve the development of greenfield sites on the edge of Preston and the other main urban areas to fulfill the planned level of growth.

On the other hand, there would be negative impacts on smaller towns and villages, as lack of investment in these areas would lead to poor access to services and employment resulting in residents of these areas having to travel to Preston and the other main urban areas to access such facilities. This would lead to negative environmental impacts.

This spatial option also fails to take account of the distribution of growth and investment between Preston and the other main urban areas. In order to be sustainable it is important to ensure that the scale of growth and investment is relative to the role and size of the existing urban area. For example, priority for growth and investment should be given to Preston City.

Spatial Option 2: Target growth to a few priority urban locations and protect suburban areas

SA Effects		Comments
Social	0	<ul style="list-style-type: none"> ▪ Concentrating new growth development within priority locations in the urban areas should help to reduce the need to travel for new and existing residents of those areas and surrounding areas. ▪ However, restricting investment in the suburbs may force development onto greenfield sites on the edge of the urban area, which could potentially increase the need to travel. Restricting commercial development in rural settlements will not help to address out-commuting from those settlements to employment, shopping and leisure opportunities elsewhere. ▪ Most new housing development within the identified areas is likely to be of high density, with small gardens where they exist, which may not meet the needs or aspirations of some families or those on higher incomes. This option is likely to require the release of significant amounts of greenfield land for housing this might enable the construction of larger family homes with gardens. ▪ This option is unlikely to lead to the provision of much affordable housing in settlements in rural areas. ▪ This option aims to concentrate growth and investment in identified key locations and priority areas, which may be deprived areas in need of regeneration and better services and amenities. Therefore, this option should improve access to services for many of those in main urban areas, some of which may be areas in need of better services and amenities. However, restricting most development in rural areas will not help to address the issue of a shortage of facilities and services in some of those areas.
Environmental	0	<ul style="list-style-type: none"> ▪ This option aims to concentrate new growth within priority locations within the main urban areas, which will often be areas in need of regeneration. Therefore, this option should have a positive impact on the built environment in such locations. ▪ However, in order to meet housing requirements this option is likely to require significant greenfield development on the edges of the main built-up areas. ▪ This option restricts new growth in lower density residential areas. Therefore, the environmental character of these areas should be protected. ▪ There should be positive impacts for biodiversity in suburban areas, as development is restricted by this option, but this option is likely to put considerable pressure on biodiversity on brownfield sites in priority areas, which could be depleted or lost due to high-density development. ▪ If the concentration of new growth and investment in priority locations leads to a reduction in travel, this should be beneficial overall to air quality and help to reduce climate change. However, the concentration of development in certain individual locations may result in a deterioration of the air quality in those areas. ▪ Focussing growth in priority locations should help to reduce the amount of derelict, contaminated and vacant/underused land. ▪ If the concentration of investment in priority locations leads to a reduction in travel, this will help to conserve existing resources.
Economic	0	<ul style="list-style-type: none"> ▪ The concentration of investment within priority locations in main urban areas should be largely beneficial in terms of economic deprivation, if it results in more job opportunities, as some of the priority locations are likely to contain high concentrations of unemployment and worklessness. However, this option is unlikely to make much impact on economic deprivation in rural areas and there is likely to be pressure on existing employment areas in identified areas to accommodate new residential development, potentially resulting in the loss of local sources of employment. ▪ This option should help to provide more business opportunities in the priority locations, but will not have a positive impact elsewhere. ▪ This option focuses investment and growth in priority locations in main urban areas and should help to deliver an urban renaissance. However, this option will not have much impact on the economy of smaller settlements in rural areas.

Conclusion

Overall, the impact of this spatial option is neutral as there would be both positive and negative impacts throughout Central Lancashire.

There would be significant positive impacts within the priority locations, which are Preston, Chorley, Leyland, Bamber Bridge and Buckshaw Village, as people living in those areas would have good access to a range of services and employment which would reduce the need for these people to travel and lead to environmental benefits. This option however could lead to development of greenfield sites on the edge of these urban areas if insufficient sites to fulfill the growth are available within the settlements.

In contrast there would be negative impacts on smaller towns and villages as lack of investment in these areas would lead to poor access to services and employment resulting in residents of these areas having to travel to the priority urban locations to access such facilities. This would lead to negative environmental impacts.

Spatial Option 3: Spread growth between all the main urban areas and identified rural service centres

SA Effects		Comments
Social	+	<ul style="list-style-type: none"> ▪ Concentrating new growth within main urban areas and rural service centres should help to reduce the need to travel for new and existing residents of those areas and surrounding areas. ▪ Most new housing development is likely to be of a medium to high density, with typically small gardens, which may not meet the needs or aspirations of some families or those on higher incomes. The release of greenfield land for housing could help to address this issue. ▪ This option is likely to lead to the provision of affordable housing in settlements in rural areas, as developers of larger market housing schemes will be asked to provide or contribute towards affordable housing. ▪ The concentration of new growth and investment in existing areas of higher population and rural service centres should enable greater use and access to facilities and services.
Environmental	+	<ul style="list-style-type: none"> ▪ This option concentrates new growth primarily within main urban areas, with some also directed to rural service centres. However, the option does allow for some greenfield development on the edges of these settlements. Less greenfield land may be required around the main urban areas than under Options 1 & 2, as some growth will be directed to rural service centres. ▪ There is likely to be pressure to redevelop large gardens, which could have a negative effect on the environmental character of lower density areas. ▪ Concentrating growth within urban areas and rural service centres may be beneficial for biodiversity outside of those areas, but large gardens and vacant brownfield sites can form a valuable biodiversity resource in urban areas, which can be lost with insensitive redevelopment. ▪ If the concentration of growth and investment in main urban areas and rural service centres leads to a reduction in travel, this should be beneficial overall to air quality and help to reduce climate change. ▪ Focussing growth in main urban areas should help to reduce the amount of derelict, contaminated and vacant/underused land. ▪ If the concentration of growth in main urban areas and rural service centres leads to a reduction in travel, this will help to conserve existing resources.
Economic	+	<ul style="list-style-type: none"> ▪ Focussing growth and investment in main urban areas should be largely beneficial in terms of economic deprivation, if it results in more job opportunities, as the highest concentrations of unemployment and worklessness can be found in these areas. This option should be beneficial for economic deprivation in rural areas, as some growth would be directed to rural service centres. ▪ This option should help to provide more business opportunities in the main urban areas and rural service centres. However, there is likely to be pressure on existing employment areas to accommodate new residential development, potentially resulting in the loss of local sources of employment. ▪ This option should help to deliver an urban and rural renaissance, although it does not specifically target areas most in need of regeneration.

Conclusion

Overall this spatial option would have a positive impact socially, environmentally and economically.

Concentrating growth and investment in Preston City and other main urban areas and directing an appropriate amount of growth to larger rural settlements would enable better access to services and employment throughout Central Lancashire, with most growth in the main urban areas as these are the most sustainable locations. This would help to tackle social and economic deprivation. This option should lead to a reduction in travel and there would be less pressure to develop greenfield sites, which would have environmental benefits.

One possible negative impact of this spatial option is that it does not specifically target areas most in need of regeneration.

Recommendation on selection of spatial option

Spatial option 3 is the most sustainable overall as it directs most growth and investment to Preston City and the other main urban areas, which are the most sustainable locations for development, whilst also directing an appropriate amount of growth and investment to larger rural settlements in order to ensure that there is adequate access to services and employment in these areas.

This approach however does not identify priority locations for growth and investment within Preston City and the other main urban areas therefore the areas most in need of regeneration will not be targeted. Spatial option 2 targets growth to a few identified priority locations where there is considered to be most potential for growth or a particular need for regeneration and restricts growth and investment in the remainder of the identified settlements. This spatial option should therefore also be taken forward.

In conclusion, the most sustainable approach is a combination of options 2 and 3 where the spread of growth and investment between settlements in Central Lancashire follows the hierarchy set out in spatial option 3 but priority locations are also identified as set out in spatial option 2.

Appendix 3: Selection of Preferred Options

Selection of Preferred Options

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
LOCATING GROWTH AND INVESTMENT					
PCS1	<p>Issues and Options Paper 1 set out a number of options for locating new development. It was decided that more work needed to be done on this therefore a second Issues and Options Paper was produced which expanded upon these initial issues and options.</p> <p>Issues and Options Paper 2 set out the following spatial options:</p> <ol style="list-style-type: none"> 1. Focus growth in Preston City and the other main urban areas? 2. Target growth to a few priority urban locations but protect suburban locations? 3. Spread growth between all the main urban areas and identified rural service centres? 	2 & 3	2 & 3	<p>The SA identified that the most sustainable option is 3 as it directs most growth and investment to Preston City and the other main urban areas, like spatial option 1, which are the most sustainable locations for development but it also directs an appropriate amount of growth and investment to larger rural settlements in order to ensure that there is adequate access to services and employment in these areas. However, the SA identified that this option could have negative impacts as it does not identify priority locations for growth and investment within Preston City and the other main urban areas therefore the areas most in need of regeneration will not be targeted. Spatial option 2 targets growth to a few identified priority locations where there is considered to be most potential for growth or a particular need for regeneration and restricts growth and investment in the remainder of the identified settlements. The SA therefore recommended that a combination of options 2 & 3 should be taken forward where the spread of growth and investment follows the hierarchy set out in option 3 but priority locations are also identified as set out in option 2.</p>	<p>Spatial option 1 was not selected as it was identified as not being sustainable in the SA. There would be positive impacts within Preston and other main urban areas as people living in those areas would have better access to services and employment which would reduce the need for these people to travel and lead to environmental benefits. This option however could involve the development of greenfield sites on the edge of Preston and the other main urban areas to fulfill the planned level of growth. On the other hand, there would be negative impacts on smaller towns and villages, as lack of investment in these areas would lead to poor access to services and employment resulting in residents of these areas having to travel to Preston and the other main urban areas to access such facilities. This would lead to negative environmental impacts.</p>
CLIMATE CHANGE, ENERGY AND RESOURCES USE					
<p>PCS2 Sustainable resources and new development</p> <p>PCS3 Renewable and low carbon energy</p>	<p>Issue 5E - How can we increase our sources of renewable energy?</p> <ol style="list-style-type: none"> A. Encourage large-scale renewable energy schemes only? B. Encourage small-scale renewable energy schemes only, as long as they fit in with the surroundings? C. Both of the above? D. Set targets for creating renewable energy in all new developments over a certain size? E. In some other way? 	C & D	C & D	<p>The SA identified that the most sustainable approach to tackling climate change is option C, provided that large-scale schemes are only allowed in appropriate locations. The benefits of combining options A and B were identified as being significant therefore both were taken forward. Option D was also taken forward as the SA recommended that it would also have significant benefits by ensuring that new development contributes to harnessing renewable forms of energy.</p>	<p>Option B was identified as being the most sustainable option individually however small scale renewable energy generation alone would not be able to meet national and regional targets for reducing carbon emissions.</p>
<p>PCS4 Water, quality, management and flood risk</p>	<p>Issue 5F - What are the most suitable ways of avoiding flooding in developments?</p> <ol style="list-style-type: none"> A. Avoid any new development in areas at risk of flooding? B. Assess flood risk as part of a sustainability appraisal and allow development in low risk areas? C. Insist that developers take suitable action to limit or prevent flooding in flood risk areas? D. A combination of the above? E. Some other approach? 	D	D	<p>Option D was selected as it was identified as being the most sustainable approach in the SA. Combining options A & B would ensure that areas most at risk from flooding would be protected from development whilst some development would be allowed in areas at reduced risk of flooding provided appropriate assessment has been carried out to determine the degree of risk. The SA recommended that option C would also need to be taken forward if options A & B are in order to ensure that any new development permitted in areas at risk of flooding is planned and designed to reduce the risks and potential impacts.</p>	<p>It was considered that option A alone was too restrictive as some sites are more at risk of flooding than others therefore a combination of options would be a more sustainable approach.</p>

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
PCS5 Air quality	No specific alternatives were presented at the issues and options stage.	-	-	Air quality is an overarching theme that has been considered in a number of preferred policies such as PCS2 - Sustainable resources, PCS3 - Renewable energy and PCS28 - Travel.	-
PCS6 Agricultural land	Issue 5B - How can landscape character be best protected and improved? A. Protect landscapes based on their recreational value and national status? B. Protect landscapes which have high agricultural value? C. Both of the above? D. In some other way?	B	B	The SA identified option A as being the most sustainable option as it would result in the protection of the most valuable amenity and recreational landscapes promoting healthier lifestyles. This option has been taken forward in PCS16 - Sport and recreation facilities. However, the SA identified that option B would have significant environmental benefits as it would help to secure the long term conservation of agricultural assets helping to mitigate the impacts of flooding and climate change. This preferred policy has therefore been developed to take forward this option.	-
HOUSING					
PCS7 Improvement and renewal of existing housing	Issue 2E - How can the state of repair and adaptability of housing be tackled through the LDF? A. Target housing improvements in areas of greatest need? B. Encourage smaller housing improvement schemes in other areas? C. Promote clearance of sub-standard housing? D. Require developers of market housing schemes to contribute to nearby housing improvements? E. Encourage re-use and conversion of housing, particularly vacant properties, to provide needed accommodation? F. Require new residential developments to provide a percentage of lifetime homes? G. A combination of the above? H. In some other way?	B, D & E	A, D & E	Options B, D and E were identified as being the most sustainable through the SA. Option A was selected rather than option B as it is considered that it is only feasible to target action in larger concentrations of housing repair.	Option C is not sustainable and preference should be given to repairing properties where possible. Option F does not need to be included in the Core Strategy as the requirement for lifetime homes is already set out in Building Regulations.
PCS8 Deliver new housing	Issue 2B - How can the LDF best provide a suitable range of housing to assist economic growth? A. Set general targets for the types of housing to be provided across the area which would be taken into account when dealing with all applications? B. Set targets for the types of housing to be provided on individual allocated sites? C. Identify the range of housing types which would be acceptable for each area? D. Allow housing types which would reflect and complement those already in the area? E. Allow the development industry to decide which types of housing should be provided? F. Release land for housing development based on the take-up of employment development sites? G. A combination of the above? H. In some other way?	These options were considered too detailed to be included in the Core Strategy and should be considered through production of the Site Allocations documents.	-	It was decided that the Core Strategy policy should set out targets for the amount of new housing provided and leave more detailed targets relating to the range of housing to be provided to the Site Allocations documents.	-

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
PCS9 Enable affordable and special needs housing	Issue 2C - How can affordable and special housing needs best be met? A. Require an element of affordable housing on all new developments of 15 or more homes? B. Develop specific targets for individual sites based on evidence of need, the suitability of the site and economic viability? C. Require all housing developments to make a contribution, either on-site or in other ways, to meet affordable housing needs? D. Identifying sites particularly suitable to meeting special housing needs? E. A combination of the above? F. In some other way?	A	A	Option A was selected as it was identified as the most sustainable option through the SA.	It was decided that options B and D were too detailed for the Core Strategy and should be considered in the Site Allocations work. Option C was not taken forward as it would not be feasible to require all developments to make a financial contribution. Instead these will only be sought on sites of 15 or more houses where it is unsuitable to provide affordable housing on site.
	Issue 7C - How can rural affordable housing needs best be met? A. Make an exception to Green Belt and other policies to allow affordable housing schemes in or next to villages? B. Reserve sites in rural settlements for affordable housing? C. Allow suitable small-scale housing development in local service centre villages, as long as this provides a large proportion of affordable homes? D. A combination of the above? E. In some other way?	B & C	A & C	Option C was identified as the most sustainable option through the SA as it would have the most significant positive effects in relation to providing a mix of housing types to meet the needs of all. Option A did not perform as well as option B as it does not serve to protect landscape character and quality however it was recognised that there may be instances where this option is acceptable (it also conforms with national policy) and the SA recommended that it should be considered if appropriate. It was decided that there should be some exception sites in the Green Belt for affordable housing in rural areas or adjoining villages therefore this option was taken forward but the requirement is 100% affordable housing on these sites.	The SA recommended that option B should be taken forward however it is not the role of the Core Strategy to allocate sites for affordable housing. This will be considered in the Site Allocations documents.
PCS10 Accommodation needs of gypsies & travellers and travelling showpeople	No specific alternatives were presented at the issues and options stage.	-	-	Local authorities have responsibilities under both the Housing and Planning Acts to respond to and plan for the accommodation needs of Gypsies and Travellers and Travelling Showpeople. The Regional Spatial Strategy is required to specify the number of pitches required following an Accommodation Assessment. If the RSS decides additional pitches are to be provided in a local authority area then the LDF will need to identify specific sites. Even if no additional pitches are required a Core Strategy policy is still necessary setting out criteria for dealing with planning applications for sites. This preferred option is in accordance with requirements of national guidance.	-
ECONOMIC GROWTH AND EMPLOYMENT					
PCS11	Issue 3A - Where should new employment related development be located? A. In areas near to motorway junctions which are most attractive to the market? B. Within the main urban areas (Chorley, Leyland and Preston) and on previously developed land? C. Distributed more evenly between urban areas, smaller towns and key service centres? D. Near to new housing developments? E. A combination of the above? F. Somewhere else?	B if enough land available in urban areas to meet requirement B & C if additional land needed to meet requirement	B	Option B was selected as it was identified as the most sustainable option through the SA. If insufficient previously developed land was available in the main urban areas then the SA recommended that option C also be taken forward.	It is considered that the employment land requirement can be met in urban areas therefore option C does not need to be taken forward. Option A was identified as being unsustainable as it would increase car travel and Option D was considered not to be feasible as it is unlikely enough land would be available adjacent to new housing developments.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
	<p>Issue 3B - To what extent should existing employment areas be protected?</p> <p>A. Should they be completely protected, resisting all proposals for change of use or redevelopment to non-industrial use?</p> <p>B. Should change of use or redevelopment to non-industrial use be allowed in line with market pressures?</p> <p>C. Should each area be assessed in terms of its suitability for modern industrial and business uses?</p> <p>D. Should there be no protection?</p>	<p>B but only for sites no longer suitable for employment uses</p>	B & C	Option B was selected but only for the least suitable employment sites. It was decided that option C should also be taken forward in order to reinforce the Core Strategy policy by ensuring that only those sites that are no longer suitable for modern industrial and business premises are allowed to be redeveloped.	Option A was not taken forward as it would prevent employment sites that are no longer suitable for such uses from being redeveloped for alternative uses resulting in them remaining vacant. The SA identified that option D would have many negative impacts therefore it was not taken forward.
SKILLS AND ECONOMIC INCLUSION					
PCS12	<p>Issue 3C - How can the LDF help to make sure that jobs are created in the areas of greatest need?</p> <p>A. By allowing successful businesses in these areas to expand, or encouraging them to do so?</p> <p>B. By helping to improve access to jobs in other areas?</p> <p>C. A combination of the above?</p> <p>D. In some other way?</p>	A & B	A	Option A was identified as being a sustainable option through the SA.	Although it was considered that Option B would have some negative impacts on the environment as people would travel further to access work, the social and economic benefits were considered to be significantly positive as it would ensure improved access to job opportunities throughout the plan area. It was however considered that option A would lead to the creation of a significant number of jobs in the plan area providing opportunities for everyone and encouraging sustainable local communities therefore option B was not taken forward.
SUSTAINING THE RURAL ECONOMY					
PCS13	<p>Issue 3D - How can the LDF help to promote economic development through tourism and culture/leisure?</p> <p>A. By encouraging improved facilities for visitors, such as hotels?</p> <p>B. By encouraging successful visitor attractions to expand?</p> <p>C. By promoting suitable tourism related development in the countryside?</p> <p>D. By improving sport and play facilities?</p> <p>E. A combination of the above?</p> <p>F. In some other way?</p>	E	E	The SA recommended that a combination of options A, B, C and D would be the most sustainable approach as it would ensure a balance is achieved between facilitating economic development and continued protection of the environment. Issue 3D is however not just relevant to sustaining the rural economy, it is also relevant to a number of other preferred policies therefore not all the options have been taken forward in this preferred policy. Option C has been taken forward in this preferred policy, option A has been taken forward in PCS14 - Retail and Tourism, option D has been taken forward in PCS16 - Sport and Recreation Facilities and options A and B have been taken forward in PCS19 - Culture and Entertainment.	Individually the SA identified that options B and C could have negative impacts on the environment as they would attract more people to the area, the majority of which would travel by car, which would lead to increased congestion and pollution in the plan area. When combined with option A however these impacts would be minimised whilst allowing growth in the visitor economy.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
	<p>Issue 7A - How should the economy in rural areas be developed?</p> <p>A. Encourage farmers to diversify so that other rural based industries can be established?</p> <p>B. Promote rural recreation and tourism as long as they do not spoil the countryside or have other negative impacts?</p> <p>C. Encourage small-scale employment opportunities, unconnected with rural activities, in local service centre villages?</p> <p>D. A combination of the above?</p> <p>E. In some other way?</p>	D	D	Option D was identified as being the most sustainable option through the SA as it would provide the most sustainable economic impacts by promoting economic growth in rural areas and improving access to recreational facilities to encourage healthier lifestyles. The SA recommended that in taking this option forward, care must be taken to ensure that the environmental impact of this option is positive. The SA stated that this could be achieved by only allowing development that is sympathetic to the rural environment and by ensuring that any recreational facilities are appropriately scaled so as not to generate significant levels of visitors. This has been taken account of in this policy.	-
	<p>Issue 7B - How can villages continue to meet the day-to-day needs of local communities?</p> <p>A. Protect existing shopping and community buildings from uses that would not provide services which local people need?</p> <p>B. Allow shared use of buildings or sites to provide or retain local services?</p> <p>C. Allow suitable small-scale housing and commercial developments in local service centres, as long as they financially support local services?</p> <p>D. Use bus services to link more remote small villages and hamlets to local service centres?</p> <p>E. A combination of the above?</p> <p>F. In some other way?</p>	A & D	-	These issue and options were considered but none of the options have been incorporated into this preferred policy as it focuses on sustaining and encouraging appropriate growth of rural businesses. The provision of retail and community facilities in rural areas has been considered in preferred policies PCS14 and PCS17.	-
RETAIL AND TOURISM					
PCS14	<p>Issue 3D - How can the LDF help to promote economic development through tourism and culture/leisure?</p> <p>G. By encouraging improved facilities for visitors, such as hotels?</p> <p>H. By encouraging successful visitor attractions to expand?</p> <p>I. By promoting suitable tourism related development in the countryside?</p> <p>J. By improving sport and play facilities?</p> <p>K. A combination of the above?</p> <p>L. In some other way?</p>	E	E	The SA recommended that a combination of options A, B, C and D would be the most sustainable approach as it would ensure a balance is achieved between facilitating economic development and continued protection of the environment. Issue 3D is however not just relevant to retail and tourism, it is also relevant to a number of other preferred policies therefore not all the options have been taken forward in this preferred policy. Option A has been taken forward in this preferred policy, option C has been taken forward in PCS13 - Sustaining the Rural Economy, option D has been taken forward in PCS16 - Sport and Recreation Facilities and options A and B have been taken forward in PCS19 - Culture and Entertainment.	Individually the SA identified that options B and C could have negative impacts on the environment as they would attract more people to the area, the majority of which would travel by car, which would lead to increased congestion and pollution in the plan area. When combined with option A however these impacts would be minimised whilst allowing growth in the visitor economy.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
	<p>Issue 8A - What policy hierarchy for centres is needed?</p> <p>A. Leave Preston as the only named centre where most retail, office and leisure development should go?</p> <p>B. Identify a full range of city, town, district and local neighbourhood centres?</p> <p>C. Some other approach?</p>	B	B	Option B was selected as it was identified as being the most sustainable option through the SA because it would provide better access to jobs, shops and leisure facilities throughout the plan area.	Option A was identified as being unsustainable as it would prevent access to such facilities in other towns and villages of the plan area.
	<p>Issue 8B - How should the number of vacant shops in our centres be reduced?</p> <p>A. Prevent shop and service buildings being lost to other uses?</p> <p>B. Allow the loss of shops and services if it can be shown that there is no longer a demand for them?</p> <p>C. Relax restrictions on the amount of non-retail uses allowed in some areas?</p> <p>D. Allow more community uses?</p> <p>E. Allow more office uses?</p> <p>F. Allow residential uses?</p> <p>G. A combination of the above?</p> <p>H. Let market forces decide the mix of uses in our centres?</p> <p>I. In some other way?</p>	<p>A For main urban centres</p> <p>A, B & C For district and local centres</p>	<p>A For main urban centres</p> <p>A, B & C For district and local centres</p>	Option A was selected as it performed the best overall in the SA in terms of ensuring that a full range of services are maintained in town and local shopping centres and that retail uses are directed to the most sustainable locations. However it was recognised that there may be cases, particularly in district and local centres where there is not enough demand for all units to be used for retail which could lead to a number of vacant properties. In these circumstances it would be more sustainable to allow some non-retail uses that would serve the needs of the local community when it can be proved that there is no longer a demand for the existing retail use. The best approach is therefore to take forward option A for the main urban centres and take forward a combination of options A, B and C for district and local centres.	Options D, E & F have not been taken forward as the SA identified they would have a number of negative impacts.
	<p>Issue 8C - How can city and town centres become attractive to a wider cross section of people?</p> <p>A. Try to prevent more alcohol related facilities by restricting further development of pubs and clubs?</p> <p>B. Assess the potential for non-alcohol related leisure facilities and identify city and town centre sites for these facilities?</p> <p>C. Improve street lighting?</p> <p>D. Increase partnerships with the police?</p> <p>E. Establish alcohol free zones and specific drinking areas?</p> <p>F. A combination of the above?</p> <p>G. In some other way?</p>	B, C & E	C	Option C was taken forward as the SA identified that it would have significant benefits in reducing crime in the city and town centres and making them more attractive to visitors therefore boosting the economy.	Option A was not taken forward as the SA identified that it could have a negative impact on the night time economy. The SA recommended that Option B should only be taken forward if sufficient sites are available in city and town centres for non-alcohol related leisure facilities. Whilst the potential for these facilities has been established it is considered that there are insufficient sites currently available to allocate for this purpose. Option D was identified as being a sustainable option and was recommended to be taken forward in the SA however this is more appropriate to be taken forward in PCS18 - Crime & Community Safety. Option E was not taken forward as it would be difficult to implement due to the current spread of pubs throughout the centres of the plan area.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
	<p>Issue 8D - How can the Core Strategy support the regeneration of town and district centres?</p> <p>A. Identify sites for suitable new town centre development? B. Restrict the amount of non-retail uses in main shopping areas? C. Improve the environment? D. Encourage people to live in town and district centres? E. Resist development outside of town and district centres? F. A combination of the above? G. In some other way?</p>	B, C & E	B, C & E	Options B, C & E were selected as the SA identified them as being sustainable and having many positive impacts in relation to the regeneration of town and district centres.	Options A and D were also considered to be sustainable but were not taken forward as it was considered these are Site Allocations document matters.
HEALTH AND WELLBEING					
<p>PCS15 Public health</p>	<p>Issue 6B - How can spatial planning best help to reduce pockets of deprivation?</p> <p>A. Identify and reserve sites for new health facilities? B. Redevelop facilities that are no longer required so that others can be relocated to where they are most needed? C. Seek developer funding for health facilities? D. Link improvements to GP and dentist services with the scale of new housing development? E. Improve transport to provide better access to facilities? F. A combination of these? G. In some other way?</p>	A, B, C & E	A, B & C	Option A was selected as it was identified as the most sustainable option through the SA. Option B also performed well in sustainability terms but only if taken forward in combination with option A as it is important that new public health facilities are provided before existing facilities are allowed to be redeveloped. Option C also performed well but the SA identified possible negative economic effects if required on all developments as it may result in some smaller developments becoming unviable. As recommended in the SA this option was taken forward but developer funding would only be sought on those housing developments that would result in a shortfall or worsening of provision in the local area.	Option E was also identified as being a sustainable option and was recommended to be taken forward in the SA however this option is more appropriate to be taken forward in PCS28 - Travel. Option D was not taken forward as it was identified as having little impact in sustainability terms.
<p>PCS16 Sport and recreation facilities</p>	<p>No specific alternatives were presented at the issues and options stage however the following issues and options are relevant:</p> <p>Issue 3D - How can the LDF help to promote economic development through tourism and culture/leisure? D. By improving sport and play facilities?</p> <p>Issue 5B - How can landscape character be best protected and improved? A. Protect landscapes based on their recreational value and national status?</p>	-	-	There were no issues relating specifically to sport and recreation facilities however options relevant to this were included within issues 3D and 5B. Both options identified performed well in relation to the SA as they would have significant positive social and environmental benefits. They have both therefore been incorporated into this preferred option. The preferred option also accords with the requirements of national guidance.	-
<p>PCS17 Community activities</p>	<p>Issue 6A - What spatial planning proposals can best contribute to reducing levels of crime and providing opportunities for constructive community activity?</p> <p>A. Improve the design and layout of buildings to make it harder for criminal activity to take place undetected? B. Seek developer funding for a range of community facilities and related schemes? C. Make sure existing community facilities that are still needed are not lost to other uses, and are improved where necessary? D. A combination of these? E. Some other approach?</p>	C & E	C & E	In relation to providing opportunities for constructive community activity option C was identified as being more sustainable than option B. It was however recognised that some developer contributions may be required to enable future community facilities to be developed. As recommended in the SA a different approach was taken rather than option B where developments that would lead to a shortfall in community facilities would be required to make a contribution.	Option A was identified as being a sustainable option and was recommended to be taken forward in the SA however this is more appropriate to be taken forward in PCS18 - Crime & Community Safety. Option B was not selected as seeking developer funding from all developments irrespective of need may lead to some becoming unviable therefore there would be a negative impact on the economy.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
PCS18 Crime and community safety	No specific alternatives were presented at the issues and options stage however the following issues and options are relevant: Issue 6A - What spatial planning proposals can best contribute to reducing levels of crime and providing opportunities for constructive community activity? A. Improve the design and layout of buildings to make it harder for criminal activity to take place undetected? Issue 8C - How can city and town centres become attractive to a wider cross section of people? D. Increase partnerships with the police?	-	-	There were no issues relating specifically to crime and community safety however options relevant to this were included within issues 6A and 8C. Both options identified performed well in relation to the SA as they would have positive social, environmental and economic effects in reducing crime levels throughout the plan area.	-
PCS19 Culture and entertainment	Issue 3D - How can the LDF help to promote economic development through tourism and culture/leisure? M. By encouraging improved facilities for visitors, such as hotels? N. By encouraging successful visitor attractions to expand? O. By promoting suitable tourism related development in the countryside? P. By improving sport and play facilities? Q. A combination of the above? R. In some other way?	E	E	The SA recommended that a combination of options A, B, C and D would be the most sustainable approach as it would ensure a balance is achieved between facilitating economic development and continued protection of the environment. Issue 3D is however not just relevant to culture and entertainment, it is also relevant to a number of other preferred policies therefore not all the options have been taken forward in this preferred policy. Options A and B have been taken forward in this preferred policy, option A has also been taken forward in PCS14 - Retail and Tourism, option C has been taken forward in PCS13 - Sustaining the Rural Economy and option D has been taken forward in PCS16 - Sport and Recreation Facilities.	Individually the SA identified that options B and C could have negative impacts on the environment as they would attract more people to the area, the majority of which would travel by car, which would lead to increased congestion and pollution in the plan area. When combined with option A however these impacts would be minimised whilst allowing growth in the visitor economy.
PCS20 Education	Issue 6B - How can spatial planning best help to reduce pockets of deprivation? A. Identify and reserve sites for new educational facilities? B. Redevelop facilities that are no longer required so that others can be relocated where they are most needed? C. Seek developer funding for educational facilities? D. Link improvements to GP and dentist services with the scale of new housing development? E. Improve transport to provide better access to facilities? F. A combination of these? G. In some other way?	A, B, C & E	B & C	It was decided that it would be more appropriate to enable new facilities to be built in suitable locations as and when needed rather than reserving sites therefore option B was selected. Options B and C were identified as being sustainable in the SA provided they are used in combination with allowing new facilities to be built. These were therefore both taken forward.	Option A was identified as the most sustainable option in the SA as it would allow education facilities to be located in the areas of greatest need in the plan area. However this option was not selected, as it would be difficult to safeguard land without knowing the future need. The SA also recommended that option E be taken forward however this option is more appropriate to be taken forward in PCS28 - Travel. Option D is not relevant to this preferred policy and has been considered in PCS15 - Public Health.
BIODIVERSITY AND THE NATURAL AND BUILT ENVIRONMENT					
PCS21 Biological and geological assets	Issue 5A - What protection and improvement should be given to sites of local biodiversity and geological importance? A. Protect all sites of local biodiversity and geological importance? B. Allow some development as long as the developer compensates for any losses? C. Some other approach?	A	A	Option A has been selected as it was identified as the most sustainable option in the SA. Protecting all sites would have significant environmental benefits as these sites would remain undisturbed.	Option B was rejected, as it would not secure the benefits of a coordinated approach to improving and enhancing all assets that play a valuable part in the Green Infrastructure and ecological network provision as set out in PCS22.

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
PCS22 Green infrastructure	No specific alternatives were presented at the issues and options stage.	-	-	Policy EM3 of the RSS identifies the importance of Green Infrastructure and sets out the requirement for local authorities to deliver the benefits of it. This preferred option has therefore been developed to meet these requirements.	-
PCS23 New development and existing settlement patterns	Issue 5C - How can the design quality of new buildings be improved and land be used efficiently? A. Define a local character for the built environment of villages and neighbourhoods, and require this to be respected in all new development? B. Allow a more flexible approach to development, based on general best practice and promoting high quality, modern design? C. Require developments to be built as densely as possible without compromising good design? D. A combination of the above? E. In some other way?	D	D	A combination of options A, B & C was identified as the most sustainable approach in the SA, therefore option D was selected. Option A would ensure that, where appropriate, new development would respect the local character but it was recognised that this may not be appropriate in all locations therefore option B was also favoured to allow some flexibility. Option C was also favoured as high-density development makes the most efficient use of land therefore it should be encouraged where appropriate.	-
PCS24 Areas of separation	No specific alternatives were presented at the issues and options stage.	-	-	Whilst Policy RDF4 of the RSS states that there will be no substantial review of Green Belt boundaries in the region before 2011, there are some areas in Central Lancashire where there is only a small amount of open countryside between settlements. This preferred option has therefore been developed to establish additional protection to these areas through the designation of Areas of Separation.	-
PCS25 Regional Parks	No specific alternatives were presented at the issues and options stage.	-	-	Policy EM4 of the RSS sets out areas of search and objectives for Regional Parks. Parts of the areas of search are located within Central Lancashire. This preferred option meets the requirements of Policy EM4 by ensuring that within these areas of search only development that is appropriate and contributes positively to the key objectives for Regional Parks will be permitted.	-
PCS26 Natural and built environmental assets	Issue 5D - What is the best way of protecting and improving the historic environment? A. Designate more conservation areas? B. Concentrate resources on improving existing conservation areas? C. Both of the above? D. Give more protection to buildings listed for their local importance? E. Some other approach?	C & D	C & D	The SA identified that all options were equally sustainable and therefore pursuing any combination would be acceptable. Overall it was decided that the best approach would be option C, as this would allow new conservation areas to be designated whilst also allowing existing ones to be enhanced. Option D was also selected as it is also important to protect Listed Buildings in order to ensure environmental benefits for local communities.	-
PCS27 Design of new buildings	Issue 5C - How can the design quality of new buildings be improved and land be used efficiently? A. Define a local character for the built environment of villages and neighbourhoods, and require this to be respected in all new development? B. Allow a more flexible approach to development, based on general best practice and promoting high quality, modern design? C. Require developments to be built as densely as possible without compromising good design? D. A combination of the above? E. In some other way?	D	D	A combination of options A, B & C was identified as the most sustainable approach in the SA, therefore option D was selected. Option A would ensure that, where appropriate, new development would respect the local character but it was recognised that this may not be appropriate in all locations therefore option B was also favoured to allow some flexibility. Option C was also favoured as high-density development makes the most efficient use of land therefore it should be encouraged where appropriate.	-

Preferred Policy	Issues and Options Considered	Option Recommended through SA	Option selected	Reason for options selected	Reason other options not selected
TRAVEL					
PCS28	<p>Issue 4B - What can be done to encourage more sustainable means of travel?</p> <p>A. Encourage new public transport services?</p> <p>B. Seek a range of public transport services that more effectively meets the needs of potential users?</p> <p>C. Develop more park and ride facilities?</p> <p>D. Create more and better cycle paths and facilities?</p> <p>E. Provide better facilities for pedestrians?</p> <p>F. Build railway stations and create bus facilities in new developments?</p> <p>G. Locate new jobs, services and facilities within walking distance of main city and town centres?</p> <p>H. Increase traffic management and parking controls in city and town centres?</p> <p>I. Reduce the number of parking spaces?</p> <p>J. Require employers and services to prepare and follow a Travel Plan?</p> <p>K. Introduce road congestion charges or tolls?</p> <p>L. A combination of the above?</p> <p>M. Other alternatives?</p> <p>N.</p>	L	L (excluding K)	The SA identified that all of the options have some significant social, environmental and economic benefits. They are also all compatible with each other therefore the most sustainable approach to encouraging more sustainable means of travel would be a combination of all the options. Option L was therefore taken forward.	Option K was not taken forward as although it would help reduce the number of cars on the road, it is not considered appropriate to introduce congestion charges in Central Lancashire at present. This is because there would be a high initial cost to install the charging mechanism and an attractive package of alternative transport modes would first need to be provided.
	<p>Issue 4C - What are the priorities for improving transport?</p> <p>A. Create dedicated bus routes linking the main residential, business and shopping centres?</p> <p>B. Create a circular bus/interchange route around the urban area?</p> <p>C. Create new railway stations and improve routes and services?</p> <p>D. Electrify the Blackpool to Manchester railway line?</p> <p>E. Promote rapid transport/light rail solutions?</p> <p>F. Provide an integrated network of cycling and walking routes?</p> <p>G. Provide new road crossings over the River Ribble?</p> <p>H. Complete the motorway network round the Central Lancashire City?</p> <p>I. Create more direct links to Manchester and Blackpool airports?</p> <p>J. A combination of the above?</p> <p>K. Other priorities?</p>	A, B, C, E, F & I	A, B, C, E & F	Options A, B, C, E and F were identified as having significant social, environmental and economic benefits in relation to improving transport and were therefore taken forward.	Options G and H were not taken forward as the SA identified they could have negative environmental impacts. They would both involve construction works and although they would help reduce congestion they could lead to increases in car travel. Option D was identified as having little impact in the SA and it would be expensive therefore this option was not taken forward. Also this is outside of the scope of the Core Strategy and should be dealt with by Network Rail. Option I also performed well in the SA but was not taken forward as whilst the Core Strategy can set out policies to improve the road network and public transport within Central Lancashire, it is outside of its scope to deal with any such issues outside of the plan area.
DELIVERING INFRASTRUCTURE					
PCS29	This preferred option is new to the Core Strategy and was developed following representations made to a number of relevant issues and options relating to developer contributions.	-	-	Local authorities are limited by Government rules on what planning obligations under Section 106 of the Planning Act can relate to. These are set out in Circular 05/2005. It is necessary to seek funding for new infrastructure, as it is not possible for it all to be paid for out of the public purse. This preferred option is in accordance with the guidance in the Circular.	-

Appendix 4: Preliminary Assessment of Preferred Core Strategy Policies and Not Favoured Options

Locating Growth and Investment	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p>PCS1 - Locating Growth and Investment</p> <ul style="list-style-type: none"> To concentrate growth and investment on brownfield sites and key regeneration areas in the Preston urban area, Key Service Centres and at Strategic Sites To encourage some growth and investment at Urban Local Service Centres To encourage limited growth and investment at Rural Local Service Centres To allow appropriate development elsewhere 	Positive	<p>Focusing growth and investment within existing urban (brownfield) areas will have a range of benefits including improved access to housing and access to services and facilities as service provision becomes more feasible with improved economies of scale.</p> <p>When coupled with regeneration programs and the use of 'Secured by Design' principles this can also lead to a reduction in crime and the fear of crime and social isolation.</p> <p>Will improve opportunities for access to sustainable modes of transport. This is especially the case for sites that are within easy walking distance of public transport and service centres or safe pedestrian/cycling routes.</p>	<p>Protection of environmental values and sustainable development are key themes throughout the Core Strategy. Achieving these ideals is best done by promoting development on brownfield sites as these areas are generally less likely to exhibit high environmental values.</p> <p>Some Greenfield development will be required to accommodate growth and offer choice in the marketplace.</p> <p>This option will improve opportunities for access to sustainable modes of transport which is has positive environmental impacts.</p>	<p>Focussing investment within existing urban areas will also have a number of positive economic impacts, including concentrating retail catchments, which will foster business growth and employment creation.</p> <p>The hierarchy of service centres and the levels of growth proposed for each centre will improve business opportunities and help re-vitalise each centre.</p>
	Negative	<p>May place a strain on the provision of existing services or create demand for a service that cannot be filled.</p> <p>It is also important to carefully manage growth in areas that demonstrate limited accessibility to sustainable modes of transport.</p>	<p>Need to ensure that the existing character of an area is not compromised by inappropriate development and that Green Belt areas are protected.</p> <p>When more detailed plans are being prepared, particularly for Greenfield areas it will important to fully assess environmental issues and put in place appropriate management regimes. This is likely to be less problematic on Brownfield sites.</p> <p>Measures will also need to put in place to manage issues around potential increases in pollution.</p> <p>Growth and investment should avoid areas of flood risk, unless it can be demonstrated that the risk can be appropriately addressed.</p>	<p>Need to ensure that key employment sites are set aside for that use and developed for another purpose.</p>

Climate Change, Energy and Resource Use	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS2 - Sustainable Resources and New Development <ul style="list-style-type: none"> To maximise energy efficiency To require use of decentralised, renewable or low carbon energy To ensure sufficient storage space is provided for waste recycling 	Positive	No Link/Neutral	<p>The policy objectives are based on a work undertaken by Chorley Borough Council that was found to be 'sound' by the Planning Inspector.</p> <p>It includes a range of very clear targets to be met that will have a positive impact in tackling climate change at a local level and when coupled with other initiatives, such as promoting sustainable transport) will tackle climate change.</p> <p>Also important to recognise that the reusing existing buildings produce lower levels of embodied energy.</p>	<p>The principles of sustainable building design are equally important to commercial buildings. It could be argued that commercial buildings that demonstrate high levels of sustainable design promote community awareness more individual housing.</p> <p>Sustainable building design can also save money in the longer terms due to lower operating costs.</p>
	Negative	No link/Neutral	No Link/Neutral	No Link/Neutral
PCS3 - Renewable and Low Carbon Energy <ul style="list-style-type: none"> Contribute to reducing climate changes To support the development of renewable and low carbon energy schemes 	Positive	Generally speaking, this preferred option is not affected by the social sustainability strategic objectives. However, community based climate change initiatives have the potential to have positive affects on those communities.	<p>Any steps taken towards decreasing our 'ecological footprint' will have positive flow impacts on biological assets.</p> <p>The use of renewable and low carbon energy schemes are critical to tackling climate change and will also decrease pressure on the use of geological assets, such as coal.</p>	Commercial buildings can also be used to showcase a range of renewable and low energy schemes.
	Negative	No Link/Neutral	Renewable energy schemes can range in size from quite small to very large, however, it is important that such schemes protect landscape character and do not cause any secondary environmental impacts.	No Link/Neutral
PCS4 - Water Quality, Water Management and Flooding <ul style="list-style-type: none"> To reduce sewage and agricultural pollution of rivers and streams To avoid putting more properties at risk from flooding To increase the use of sustainable urban drainage systems and Green Infrastructure for flood avoidance/relief 	Positive	No Link/Neutral	<p>Improvements to water quality and management will have positive impacts on the environment as riparian areas often have high biodiversity values, as do floodplain areas.</p> <p>Similarly, improved management of pollution, infrastructure improvements and the like can also have positive impacts.</p> <p>Water management is becoming increasingly important in light of climate change and requires careful and deliberate management.</p>	No Link/Neutral
	Negative	New housing should avoid areas subject to flood risk, unless the risk can be adequately managed.	No Link/Neutral	No Link/Neutral

Climate Change, Energy and Resource Use	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PSC5 - Air Quality <ul style="list-style-type: none"> To promote Green Infrastructure To improve air quality related to traffic congestion pollution. 	Positive	Generally speaking, this preferred option is not affected by the social sustainability strategic objectives	<p>Improvements to air quality will improve the overall health of the environment which will have benefits from not only a biodiversity perspective, but from an amenity perspective, when coupled with measures to decrease road congestion.</p> <p>Similarly, strategies to promote sustainable transport will also have positive impacts in terms of tackling climate change, as transport accounts for a significant proportion of greenhouse gas emissions.</p>	No Link/Neutral
	Negative	Generally speaking, this preferred option is not affected by the social sustainability strategic objectives	No Link/Neutral	No Link/Neutral
PSC6 - Agricultural Land <ul style="list-style-type: none"> To take account of best and most versatile land when considering both agricultural and other development 	Positive	Generally speaking, this preferred option is not affected by the social sustainability strategic objectives.	In addition to the economic imperatives associated with protecting versatile agricultural land, there are also landscape benefits in retaining existing landscape character and maintaining areas of separation between settlements.	Increasing costs associated with food production, climate change and issues around regional food security make protection of versatile agricultural soils increasingly important.
	Negative	Generally speaking, this preferred option is not affected by the social sustainability strategic objectives	Some farming practices, such as the use of farm chemicals may have adverse impacts on biodiversity. However, this is beyond the scope of the Core Strategy to address.	No Link/Neutral

Climate Change, Energy and Resource Use	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p><i>Not favoured</i></p> <p><i>In relation to tackling climate change and its predicted impacts the alternative is to avoid setting a positive framework for delivering renewable energy and carbon reduction targets.</i></p> <p><i>A number of options were proposed in the initial Issues and Options Report, in relation to renewable energy generation. Alternatives considered included encouraging only large scale renewable energy schemes, only small scale, a combination of both, and encouraging the setting of targets for creation of renewable energy.</i></p> <p><i>The initial Issues and Options Report also set out a number of alternatives in relation to the most suitable ways of avoiding flooding in developments.</i></p> <p><i>Options considered included avoiding any new development in areas at risk of flooding, assessing flood risk and allowing development in low risk areas, or insisting that developers take action to limit the risk. A combination of the above issues was also considered.</i></p> <p><i>To allow market forces to determine development sites, regardless of flood risk and infrastructure issues.</i></p> <p><i>Alternatives to protecting soil resources that have been considered included protecting all grades of agricultural land and not seeking to protect the best agricultural land</i></p>	<p><i>Positive</i></p>	<p><i>Generally speaking, this preferred option is not affected by the social sustainability strategic objectives</i></p> <p><i>Allowing market forces to identify sites of affordable housing is inconsistent with PPS25 and sound planning practices</i></p>	<p><i>Climate change is considered to be one of the most challenging issues facing the world today. Reducing carbon emissions, through improving energy efficiency and development of renewable energy schemes is seen as the key to the way forward. Central Lancashire is also well placed to make a positive contribution to national and regional renewable targets. In addition to this, there is a myriad of national and regional policies that outline the importance of setting a positive framework for delivering targets for renewable energy and reductions in carbon emissions. Justification for this approach is therefore provided by national policy and proposed changes to RSS.</i></p> <p><i>Avoiding any new development in areas at risk of flooding was the most favoured approach. Whilst 49% of respondents did not respond on this issue, over half of those that did felt that this was the best approach.</i></p> <p><i>There was also some support for insisting that developers take suitable action to limit or prevent flooding too. These preferred approaches have been incorporated in the Preferred Option</i></p> <p><i>Given the anticipated changes to global food markets, it is considered prudent to ensure that the best agricultural land is protected. In the past, policy direction has been to allow set-aside of agricultural land, which provided a number of benefits but did not prevent the land being brought back into productive use. However, as only around 3% of rural employment is based on agriculture, it is also prudent to consider other uses for lower grade land, where this would not impact unduly on other benefits of the land, e.g. important landscape or recreational contributions</i></p>	<p><i>No Link/Neutral</i></p>
	<p><i>Negative</i></p>	<p><i>No Link/Neutral</i></p>	<p><i>As small scale generation alone would not be able to meet national and regional targets, this approach has been discounted, in favour of an option that will see Central Lancashire making a proportionate contribution to targets set out in RSS.</i></p> <p><i>This option would open up the risks of future developments being subject to high risk of flooding, having insufficient infrastructure capacity to service them, and would not be in line with national and regional planning policy.</i></p>	<p><i>No Link/.Neutral</i></p>

Housing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS7 - Existing, Including Empty, Housing <ul style="list-style-type: none"> Target housing improvements in areas of greatest need and combine with wider regeneration initiatives To encourage the conversion and reuse of empty homes 	Positive	<p>This option aims to improve the quality of housing and to convert empty homes to better quality. This will have a positive impact, particularly in areas of deprivation.</p> <p>Improvements to housing stock may also have wider community benefits in terms reduced crime rates, increased natural surveillance and improvements in community safety.</p>	<p>Renewal of existing houses has positive environmental benefits as it results in housing that has lower levels of embodied energy than new housing.</p> <p>Associated public realm improvements can also improve the townscape character of an area.</p>	No Link/Neutral
	Negative	No Link/Neutral	No link/Neutral	No Link/Neutral
<i>Not Favoured Options</i> <p>Encourage smaller housing improvement schemes in other areas.</p> <p>Promote clearance of sub standard housing.</p>	Positive	<i>The preferred option does not preclude smaller housing improvement schemes from taking place, but acknowledges that larger schemes have wider benefits for the general community.</i>	<i>Improvements to existing building stock is more resource efficient than new housing.</i>	<i>No Link/Neutral</i>
	Negative	<i>The threat of clearance can negatively affect the health and wellbeing of existing residents and may force people from their homes.</i>	No link/Neutral	No Link/Neutral
PSC8 – Deliver New Housing <ul style="list-style-type: none"> To maintain a deliverable supply of land for housing development To monitor housing land supply and manage future provision To bring forward mixed use sites To require all new housing to be built to high standards 	Positive	<p>This option seeks to make sure that sufficient land is made available for housing and that the housing built is of the right type and in the right location to respond to community needs.</p> <p>Higher standards of housing, including improved ventilation and heating can have positive health impacts and reduce the need to travel where located near public transport.</p>	<p>Higher standards of housing design will improve townscape character.</p> <p>This option also strongly favours new housing on previously developed land where the environmental and landscape impacts are likely to be less than on Greenfield sites.</p>	No Link/Neutral
	Negative		No link/Neutral	No Link/Neutral
<i>Not favoured options</i> <p>Set targets for the types of housing to be provided on individual allocated sites</p> <p>Identify the range of house types which could be acceptable for each area</p> <p>Allow house types which would reflect and complement those already in the area</p> <p>Allow the development industry to decide which types of housing should be provided</p> <p>Release land for housing development</p>	Positive		No link/Neutral	No Link/Neutral

Housing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p><i>based on the take-up of employment development sites</i></p> <p><i>Always consider previously developed land when managing [housing] land supply</i></p> <p><i>Only allow windfall development on windfall sites if they are previously developed sites</i></p> <p><i>Only allow further release of windfall sites which are previously developed land if they are in a sustainable location and there is no viable employment use for the land which should take priority</i></p>				
	Negative	<p><i>The setting of housing targets on individual sites is more appropriately dealt with as part of the Site Allocations.</i></p> <p><i>Identifying the range of housing types is too detailed for a strategic level document such as the Core Strategy.</i></p> <p><i>Housing types should reflect community needs rather than a continuation of current patterns or being led by developers.</i></p>	No link/Neutral	No Link/Neutral
<p>PCS9 - Enable Affordable and Special Needs Housing</p> <ul style="list-style-type: none"> To seek developers of market housing schemes to provide or otherwise contribute to affordable housing To require Extra Care housing to be well located in terms of proximity to services 	Positive	<p>This option aims to secure a significant proportion of affordable housing on market sites and to secure a significant proportion of affordable housing on market sites in rural areas.</p> <p>The option also seeks to secure a proportion of affordable housing on sites ensuring a mix of tenures on most sites and to secure high quality special needs housing.</p> <p>This option also recognises the importance of special needs housing, which is beneficial to health and wellbeing</p>	No link/Neutral	No Link/Neutral
	Negative		No link/Neutral	No Link/Neutral
<p><i>Not favoured option</i></p> <p><i>Identifying sites particularly suitable for meeting special housing needs</i></p> <p><i>Develop specific targets for individual sites based on evidence of need, the</i></p>	Positive	<p><i>The Option aims to ensure that sites are provided for special needs housing and that it is affordable.</i></p> <p><i>The Option recognises the importance of special needs housing, which is beneficial to health and wellbeing</i></p>	No link/Neutral	No Link/Neutral

Housing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p><i>suitability of the site and economic viability</i></p> <p><i>Require all housing developments to make a contribution, either on site or in other ways, to meeting affordable housing needs</i></p> <p><i>Require new residential developments to provide a percentage of 'Lifetime' homes.</i></p>				
	Negative	Setting site specific targets is too detailed for a Core Strategy.	No link/Neutral	No Link/Neutral
<p>PCS10 - Gypsies and Travellers and Travelling Showpeople</p> <ul style="list-style-type: none"> To use criteria to guide proposals for pitch accommodation developments 	Positive	The RSS requires that allowance be made to accommodate gypsies and travellers. This option establishes criteria against which applications can be considered on their merit rather than allocating specific sites that may not suit the needs of gypsies and travellers.	No link/Neutral	No Link/Neutral
	Negative		No link/Neutral	No Link/Neutral
<p><i>Not favoured Options</i></p> <p><i>No specific alternatives were considered at the Issues and Options</i></p>	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A

Economic Growth and Employment	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p>PCS11 - Economic Growth and Employment</p> <ul style="list-style-type: none"> To bring forward sufficient land for new employment development in a range of locations appropriate to different uses To encourage mixed use and live/work developments To use criteria to protect existing and proposed employment land from inappropriate other uses 	Positive	<p>The creation of accessible employment opportunities in deprived areas is in a key step towards an area's renewal.</p> <p>When land is being identified for future employment centres it is important that issues around transport access (including lorry's) and linkages to public transport are an important consideration.</p> <p>New facilities should be developed to maximise community safety through natural surveillance and by using programs such as 'Secured by Design' (SBD).</p> <p>The integration of sustainable transport alternatives into employment centres is of critical significance in reducing the level of car usage. The Tithebarn Regeneration Area in particular is well placed given its proximity to the proposed new bus interchange.</p> <p>Work from home opportunities creates greater levels of activity within neighbourhoods and may contribute to the reduction of crime, etc in an area.</p>	<p>Land identified for employment purposes will need to take account of any biological and geological assets that may exist.</p> <p>These areas are generally brownfield sites so it is unlikely that there will be any significant biological or geological assets to have regard to. However further detailed assessment is most appropriately done at the planning stage.</p> <p>Any developments in these centres will need to respect the context of the area. Particular attention is required for any heritage assets that may exist within these centres.</p>	<p>The preferred option provides for sustainable economic development and growth and is flexible enough to adapt to changing business needs.</p> <p>The preferred option allows for a hierarchy of job creation that is closely aligned with the retail hierarchy. It allows for economic growth and employment to be 'spread' and create local, accessible jobs.</p> <p>The more significant developments will be located within or adjacent to existing activity centres and allow for a mix of uses to establish.</p> <p>Importantly, the option seeks to protect sites identified as being suited for employment purposes from inappropriate development.</p>
	Negative	<p>It will be important to consider existing residential amenity in identifying sites for future growth.</p> <p>Access to infrastructure, such as broadband, is important to making work from home feasible.</p>	No Link/Neutral	No Link/Neutral
<p><i>Not favoured Options</i></p> <p><i>Locate new employment related development near to motorway junctions which are most attractive to the market.</i></p> <p><i>All existing employment areas should be completely protected.</i></p>	Positive	<i>No link/neutral</i>	<i>No Link/Neutral</i>	<i>No Link/Neutral</i>
	Negative	<p><i>Focusing of vehicle access, as would be the case on land adjacent to motorways would not necessarily promote sustainable transport accessibility and could indeed increase congestion on the motorways</i></p>	<p><i>The resulting increase in congestion could result in increased air pollution as well as potentially impacting on sensitive environmental areas</i></p>	<p><i>Change of use to non-employment uses is acceptable when suitability for modern industrial and business purposes has ceased.</i></p> <p><i>Would also create employment sites that are isolated from other services.</i></p>

Skills and Economic Inclusion	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS12 - Skills and Economic Inclusion <ul style="list-style-type: none"> To improve the skills of the working age population To improve graduate retention 	Positive	Improving access to training opportunities, particularly in deprived areas will increase employment prospects (employment deprivation is a key contributor to the Index of Deprivation).	No link/Neutral	<p>Identification of skill shortages enables a proactive response to be undertaken in consultation with various education and training providers that will result in an improvement in the local labour market.</p> <p>Access to a well trained workforce can improve business confidence, which in turn has positive impacts on the future expansion of businesses and the like.</p> <p>Knowledge based industries are generally not major employers particularly for lower skilled workers however they can generate significant cash flows.</p>
	Negative	No Link/Neutral	No link/Neutral	There may be circumstances in which it is not possible for a variety of reasons to cover any skill shortages.
<i>Not favoured option</i> <i>Help to improve access to jobs in other areas.</i>	Positive	<i>In order to encourage sustainable local communities and reduce car dependency, more jobs should be created in the local area.</i>	<i>No link/Neutral</i>	<i>No link/Neutral</i>
	Negative	<i>No Link/Neutral</i>	<i>No link/Neutral</i>	<i>No Link/Neutral</i>

Sustaining the Rural Economy	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p>PCS13 - Sustaining Rural Economy</p> <ul style="list-style-type: none"> To direct urban related uses to the urban fringe areas To encourage appropriate new farm buildings To improve broadband availability in rural areas To support farm diversification To allow limited extension and replacement of rural buildings To control horse related development To allow needed camping uses on appropriate sites To encourage visitor facilities for rural attractions 	<p>Positive</p> <p>Improving and increasing facilities in the rural area will contribute to the health and well-being of the area. However, there is no specific mention of social facilities, more so facilities and operations which specifically support the rural economy.</p> <p>Locating developments in the urban fringe will not compromise the openness of the green belt and will ensure that the need to travel is minimised through these developments being located adjacent to the urban area.</p> <p>Locating new farm buildings close to existing farm buildings will help to reduce their impact on the landscape and not prejudice the openness of the green belt.</p> <p>Carefully designed extensions of existing buildings will help minimise the impact upon the surrounding landscape. New uses will help sustain the rural economy in line with PPS7.</p> <p>Equine related activities are a recognised growing and increasingly important rural recreational pursuit. The control of the design and location of these facilities in the open countryside is welcomed so as to not adversely impact on the openness of the countryside and landscape. Similar controls should apply to the location and siting of caravan and camping sites. In both instances, such recreational pursuits bring financial benefits to the rural economy. On the down side, the requirement to travel to such facilities in the open countryside could result in increased travel.</p>	<p>Improving and increasing facilities in the rural area will contribute to the health and well-being of the area. However, there is no specific mention of social facilities, more so facilities and operations which specifically support the rural economy.</p> <p>Locating developments in the urban fringe will not compromise the openness of the green belt and will ensure that the need to travel is minimised through these developments being located adjacent to the urban area.</p> <p>Locating new farm buildings close to existing farm buildings will help to reduce their impact on the landscape and not prejudice the openness of the green belt.</p> <p>Carefully designed extensions of existing buildings will help minimise the impact upon the surrounding landscape. New uses will help sustain the rural economy in line with PPS7.</p> <p>Equine related activities are a recognised growing and increasingly important rural recreational pursuit. The control of the design and location of these facilities in the open countryside is welcomed so as to not adversely impact on the openness of the countryside and landscape. Similar controls should apply to the location and siting of caravan and camping sites. In both instances, such recreational pursuits bring financial benefits to the rural economy. On the down side, the requirement to travel to such facilities in the open countryside could result in increased travel.</p>	<p>New development in rural areas needs to regard to landscape and biodiversity impacts.</p>	<p>The preferred option seeks to strike a balance between farming activities and other uses that have a legitimate place in rural areas.</p> <p>Improving the telecommunications network and services to rural areas will reduce the need to travel and allow for people to carry out their business from home without the daily need to commute.</p> <p>Diversification and re-use of farm buildings will help support and sustain the rural economy making it healthier and more vibrant, whilst at the same time providing a diverse mix of facilities accessible to local people.</p> <p>Provision of tourist and visitor attractions are welcomed in the respect that they help sustain and create a thriving rural economy. Well designed facilities will seek to have a minimum impact on the landscape. Potential conflicts could arise where such facilities create an increase in traffic in the rural area. A balance needs to be achieved so that this impact is minimised.</p>
	Negative	No link/Neutral	No link/Neutral	No Link/Neutral
<p><i>Not favoured option</i></p> <p><i>Encourage farmers to diversify so that other rural based industries can be established</i></p> <p><i>Promote rural recreation and tourism as long as they do not spoil the countryside or have other negative impacts.</i></p> <p><i>Encourage small scale employment opportunities, unconnected with rural</i></p>	<p>Positive</p>	<p><i>Climate change, declining commodity prices and increasing costs of production have impacted on the operation of farm businesses and requires farm businesses to diversify in order to be financially viable. Such diversification should be encouraged provided that it does not have significant impacts on the wider area.</i></p>	<p><i>No link/Neutral</i></p>	<p><i>These issues have been addressed by other preferred options</i></p>

Sustaining the Rural Economy	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<i>activities, in local service centre villages.</i>				
	<i>Negative</i>	<i>Need to ensure that negative impacts on the rural landscape, the environment and other uses are managed.</i>	<i>No link/Neutral</i>	<i>This is only one aspect of what the LDF and the planning process can do to secure the Objective of sustaining and encouraging growth of rural businesses. It was favoured by a small percentage of respondents at the Issues and options stage and has been incorporated into the preferred option.</i>

Retail and Tourism	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
<p>PCS14</p> <p>Provide for Retailing and Tourism</p> <ul style="list-style-type: none"> To deliver the Tithebarn scheme and encourage other retail, office and leisure proposals in Preston City Centre To maintain and improve the vitality and viability of Chorley and Leyland town centres through further investment To maintain, improve and control the mix of uses in district and local centres To restrict traditional town centre shopping in out-of-centre retail parks To provide for tourism in city and town centre locations 	Positive	<p>Improving access to good quality housing and affordable housing is generally not covered by this policy objective, however, a mix of uses in and around service centres is to be encouraged.</p> <p>It would be expected that improving the vitality and viability of the main retail centres would include some measures to reduce crime and the fear or crime.</p> <p>Promoting mixed uses in the main commercial centres and creating multi-function centres will help reduce the need to travel. This can be achieved by concentrating facilities at the main service centres in Preston, Chorley and South Ribble.</p> <p>Promoting and improving the accessibility of town centres will help to improve the centres' attractiveness and serve local needs.</p>	<p>The Tithebarn Scheme is a major re-generation initiative that will result in significant landscape improvements in the Preston City Centre. It has had regard to various heritage assets that have been incorporated into the project.</p> <p>Further retail investment in Chorley town centre, Leyland and other district and local centres will also need to the character of the area. This is a level of detail beyond the scope of the Core Strategy.</p>	<p>The preferred option allows for various levels of retail and tourism growth to occur at various centres. The most significant developments will occur in Preston City Centre as part of the Tithebarn redevelopment and at Leyland and Chorley.</p> <p>It is noted that the Tithebarn project is identified in Ambition Lancashire and the Preston Sustainable Community Strategy as major retail and regeneration opportunities.</p> <p>This growth, when coupled with various other initiatives, such as public realm and transportation improvements can improve the vibrancy and vitality of these centres.</p>
	Negative	It is unclear whether this option would improve access to services in areas of deprivation.	No link/Neutral	No link/Neutral
<p><i>Not Preferred</i></p> <p><i>Leave Preston as the only named centre where most retail, office and leisure development should go.</i></p> <p><i>Let market forces decide the mix of uses in our centres.</i></p>	Positive	<i>No link/Neutral</i>	<i>No link/Neutral</i>	<i>Preston remains as the major focus for retail and tourism development within the preferred option.</i>
	Negative	<i>No link/Neutral</i>	<i>No link/Neutral</i>	<p><i>It is important that the other town and local service centres in Central Lancashire are maintained and improved, in order to provide local services and reduce the need to travel.</i></p> <p><i>Policies in the Core Strategy should direct retail, office and leisure opportunities to the most appropriate locations.</i></p>

Health and Wellbeing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS15 - Public Health <ul style="list-style-type: none"> To improve access to and provision of facilities for primary care and mental health care 	Positive	<p>Priority should be given to upgrading health care infrastructure in areas of social disadvantage as these areas typically experience lower levels of health and wellbeing.</p> <p>It is likely that over time as healthcare infrastructure improves, particularly in deprived areas, it will contribute to decreasing the level of deprivation (which is linked to levels of criminal activity)</p> <p>Issues around access to sustainable transport need to be taken account of when considering upgrading or new health care facilities.</p>	No link/Neutral	New health facilities should, where possible, be located within existing activity centres.
	Negative	Bus stops may need to be made more accessible for people with limited mobility or are vision/hearing impaired. New facilities should be co-located with other uses, such as shops, etc.	No link/Neutral	No Link/neutral
<u>Public Health – Not Favoured</u> <i>Identify and reserve sites for new health facilities.</i> <i>Seek developer funding for educational, training and health facilities</i>	Positive	<i>Priority should be given to locating new health facilities in areas of social disadvantage as these areas typically suffer lower levels of health and wellbeing.</i>	No link/Neutral	<i>This is only one aspect of what the LDF and the planning process can do to help deliver better access to health services.</i>
	Negative	<i>There needs to be a coordinated approach to collecting developer contributions</i>	No link/Neutral	No link/Neutral
PCS16 - Sport and Recreation <ul style="list-style-type: none"> To ensure that everyone has the opportunity to access good sport and recreation facilities 	Positive	The provision of new locally based sport and recreation facilities and the protection of existing facilities should help to improve health and wellbeing and improve access to such facilities.	No link/Neutral	New sport and recreation facilities should enhance opportunities for tourism and leisure. Protection of existing sports and leisure facilities maintains existing opportunities for tourism and leisure.
	Negative	No link/Neutral	No link/Neutral	No link/Neutral
<u>Sport and Recreation – Not Favoured Options</u> <i>Identify and reserve sites for new sport and recreation facilities.</i>	Positive	<i>The provision of new locally based sport and recreation should improve health and wellbeing.</i>	No link/Neutral	No link/Neutral
	Negative	<i>This is only one aspect of what the LDF and the planning process can do to help deliver better access to sport and recreation facilities. Before site can be safeguarded, there must be clear evidence of need and of the means to implement the scheme.</i>	No link/Neutral	No link/Neutral
PCS17 - Community Activities <ul style="list-style-type: none"> To ensure that local communities have sufficient community facilities 	Positive	The provision of community facilities in the right location will have positive impacts on the well being of the community, particularly in deprived areas.	Accessibility to public transport to any new provision and better public transport links to existing facilities will promote the use of public transport and hopefully reduce private car journeys.	Improved and new facilities should encourage people to use them.
	Negative	This option does not prioritise the provision of	No link/Neutral	No link/Neutral

Health and Wellbeing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
		community facilities in to areas of the most need.		
<i>Community Activities - Not favoured</i> <i>Seek developer funding for a range of community facilities and related schemes.</i>	Positive	Developer funding for community activities could help to reduce some anti social behaviour.	No link/Neutral	Developer funding would contribute to new or improve some community facilities that otherwise would not have any improvements.
	Negative	No link/Neutral	No link/Neutral	No link/Neutral
PCS18 - Crime and Community Safety • To help reduce levels of crime and improve community safety	Positive	Crime is an issue the cuts across a range of authorities and working together with these agencies should achieve better outcomes than individual approaches. Utilising Secured by Design principles should help to reduce crime, disorder and the fear of crime Leisure facilities and community activities can give vulnerable young people an alternative to crime. An appropriate mix of uses and avoiding an over-concentration of pubs can lead to alcohol dominated activity, with associated disorder	No link/Neutral	Having a mix of uses in town centres will increase levels of activity and this in turn increases levels of natural surveillance. The use of 'Secured by Design' principles should also be used for new development.
	Negative	No link/Neutral	No link/Neutral	No link/Neutral
<i>Crime and Community Safety – Not favoured Option</i> <i>Improve the design and layout of buildings to make it harder for criminal activity to take place undetected.</i>	Positive	<i>This is important but it is only one aspect of what the LDF and the planning system can do to help reduce or prevent crime and has been incorporated into other aspects of the Core Strategy.</i>	No link/Neutral	No link/Neutral
	Negative	No link/Neutral	No link/Neutral	No link/Neutral
PCS19 - Culture and Environment a. To protect and increase the provision of appropriate cultural, entertainment and public realm facilities and other assets	Positive	Concentrating cultural facilities in the key service centres that are accessible to, and serve the wider population and will endeavour to provide the population with facilities and services. It is unclear whether cultural facilities will include sports, healthcare and other elements – these are covered by separate plan objectives in the CS. Creating centres which are vibrant with culture and entertainment facilities, that are well lit and have CCTV in operation will help reduce crime and the fear of crime. However, it is not specifically mentioned in the policy that CCTV and improve lighting will be implemented so the impact on sustainability is uncertain. Concentrating culture and entertainment facilities in the key service centres which are well served by public transport and easier to access via sustainable means of transport (train, bus, cycle) should help reduce the need to travel by car. There is no link between public art and travel.	No link/Neutral	Providing for a mix of uses in activity centres will help improve its vitality and vibrancy. The Preston City Centre already has a number of key destinations which can be further built on and developed. There are similar opportunities at Leyland and Chorley.
	Negative	Facilities need to be managed in such a way that	No link/Neutral	No link/Neutral

Health and Wellbeing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
		they do not contribute to crime and disorder.		
<i>Culture and Environment - Not favoured</i> Identify and reserve sites for new cultural facilities.	Positive	Locating new sites in central, easily accessible locations provides facilities for the wider population to enjoy Where new facilities improve the perception of general safety and help to alleviate the fear of crime through installation of cctv, lighting, well designed car parking facilities, extra policing, etc, this will have a positive impact on this particular sustainability objective. At present, it is unclear whether new facilities will secure these safety elements. Policy Objectives on Crime will cover these aspects.	No link/Neutral	No Link/Neutral
	Negative	Potential conflicts could arise where such facilities are located close to housing areas, hospitals, schools, (or any other noise sensitive developments, etc) and nuisances arise such as noise, traffic congestion, parking issues, etc	No link/Neutral	This is only one aspect of what the LDF and the planning process can do to help deliver cultural and entertainment facilities. Before sites can be safeguarded, there must be clear evidence of need and of the means to implement the scheme.
PCS20 - Education • To enable the provision of new and modernised education facilities.	Positive	Priority should be given to improving educational services and infrastructure, particularly for older schools and those in deprived areas. New and existing facilities should be developed/re-designed to maximise natural surveillance and community safety using programs such as 'Secured by Design' (SBD). Improving sustainable transport access to education facilities should be actively pursued. Particular attention should be given to providing safe 'off road' pedestrian and cycle access. Primary Schools should be encouraged to participate in programs such as 'the walking 'walking bus' program.	No link/Neutral	No link/Neutral
	Negative	No link/Neutral	No link/Neutral	No link/Neutral
<i>Education - Not favoured</i> Identify and reserve sites for new educational facilities. Seek developer funding for educational facilities	Positive	Priority should be given to locating new educational facilities in areas of disadvantage as part of a program of over renewal and regeneration of these areas.	No link/Neutral	No link/Neutral
	Negative	The reduction of crime and creating safe school environments normally a consideration at the development stage of a new school rather than at the site identification stage. However, the 'SBD Guidance for Schools' should one of the site identification criteria.	No link/Neutral	No link/Neutral

Health and Wellbeing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
Biodiversity and the Natural and Built Environment	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS21 - Biological and Geological Assets <ul style="list-style-type: none"> To conserve, enhance and expand biodiversity and ecological networks To safeguard important geological assets 	Positive	The protection and availability of accessible green infrastructure and countryside for all has a positive impact on health and well being in that it provides recreational opportunities for people. These resources help encourage a healthy lifestyle by providing opportunities for people to enjoy informal recreational pursuits. The protection of heritage assets provides people with a sense of place, provides cultural interest and gives local identity.	The protection, enhancement and management of biological and geological assets is entirely consistent with this policy objective. Spatial planning has an important role to play in protect biodiversity. This policy objective seeks to protect these assets into the long term and is consistent with a variety on national, regional and local policies.	No link/Neutral
	Negative	No link/Neutral		No link/Neutral
PCS22 - Green Infrastructure <ul style="list-style-type: none"> To manage and improve environmental resources through a Green Infrastructure approach. 	Positive	No Link/Neutral	The policy objective also seeks to strengthen the Green Infrastructure network and minimise impact on the landscape character of Central Lancashire. This is achieved retaining existing Green Belt areas and maintaining areas of separation between key settlements.	No link/Neutral
	Negative	No Link/Neutral		No link/Neutral
PCS23 - New Development and Existing Settlement Patterns <ul style="list-style-type: none"> To integrate new development into existing settlement patterns 	Positive	No Link/Neutral	Retaining land for its landscape value will produce positive benefits in terms of providing for Green Infrastructure, protecting the Green Belt and maintain buffers between settlements.	No link/Neutral
	Negative	No Link/Neutral		No link/Neutral
PCS24 - Areas of Separation <ul style="list-style-type: none"> To protect the identity and local distinctiveness of specific settlements 	Positive	No Link/Neutral	Protecting landscapes for amenity value will also have produce positive biodiversity benefits and maintain areas of separation between settlements.	No link/Neutral
	Negative	No Link/Neutral		No link/Neutral
PCS25 – Regional Parks <ul style="list-style-type: none"> To support the continued development of Regional Parks and their approaches/access 	Positive	No Link/Neutral	Provides greater level of protection for areas of environmental significance	No link/Neutral
	Negative	No Link/Neutral	No link/Neutral	No link/Neutral
PCS26 - Natural and Built Environmental Assets. <ul style="list-style-type: none"> To protect and enhance natural and built environment assets 	Positive	No Link/Neutral	A range of other options within the 'Preferred Core Strategy' address this issue. Protection of the environment, sustainable transport and development and enhancement of the landscape are recurring themes within the document. This option is also consistent with a range of policies at national, regional and local levels.	No link/Neutral
	Negative	No Link/Neutral		No link/Neutral

Health and Wellbeing	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS27 - Design of New Buildings <ul style="list-style-type: none"> To achieve better designed new buildings 	Positive	No Link/Neutral	<p>A range of other options within the 'Preferred Core Strategy' address this issue. Protection of the environment, sustainable transport and development and enhancement of the landscape are recurring themes within the document.</p> <p>This option is also consistent with a range of policies at national, regional and local levels.</p>	No link/Neutral
	Negative	No Link/Neutral		No link/Neutral
<p><i>Not favoured</i></p> <p><i>The provision of Green infrastructure is an essential element of sustainable communities. The alternative considered was to adopt a traditional approach to plan for open space and recreational facilities for each development as it occurs.</i></p> <p><i>One option considered at Issues and Options stage was to allow some development that may cause direct or indirect detriment to biological or geological assets or their settings, as long as the developer compensated for any losses</i></p> <p><i>Options in relation to the best way to protect landscape quality were set out in the Issues and Options report.</i></p> <p><i>Options in relation to the design quality of new buildings and using land effectively were set out in the Issues and Options report. These related to defining local character and requiring it to be respected in all new developments, adopting a more flexible approach or requiring developments to be built as densely as possible without compromising design</i></p>	Positive	No Link/Neutral	<p><i>This approach is not based on a spatial planning methodology but rather reacts to development proposals. It would result in missed opportunities to strengthen biological assets.</i></p> <p><i>Aspects of these not preferred options have been incorporated into the preferred option.</i></p>	No link/Neutral
	Negative	No Link/Neutral	<p><i>A number of the not favoured options would result in a detrimental impact on landscape character it would not achieve optimal results</i></p>	No link/Neutral

Travel	Sustainability Effects	Social Sustainability	Environmental Sustainability	Economic Sustainability
PCS28 – Travel <ul style="list-style-type: none"> To reduce the need to travel and particularly car trips into Preston To improve opportunities to change modes of travel To improve the use of public transport To improve cycleway provision across Central Lancashire To improve facilities for pedestrians To improve the road network in key locations and along congested routes 	Positive	<p>Improved public transport facilities should improve access to facilities</p> <p>Walking and cycling can improve health and better cycle routes can improve accessibility to facilities</p> <p>Improvements to the road network might improve accessibility to services and facilities, however this should not be at the expense of more sustainable transport alternatives.</p>	<p>The range of sustainable transport options proposed will have significant environmental benefits. These include lower levels of traffic congestions, decreased noise and air pollution, biodiversity impacts and increased levels of fitness for cyclists and pedestrians.</p> <p>Reducing the need to travel should result in less vehicle traffic. Emissions from vehicle traffic are a major contributor to greenhouse gas emissions and are having a profound impact on the environment.</p> <p>Pedestrians and cyclists can have a positive impact on character and vitality of townships.</p>	<p>Decreases in the level of vehicle congestion can create improved amenity for shoppers and in turn can create a more vibrant and vital town centre.</p> <p>Improvements to the road network should benefit retailers and their customers that use those roads.</p>
	Negative	<p>Improvements to the road network should not be at the expense of other more sustainable modes of transport.</p> <p>Cyclists and pedestrians need to feel safe when using dedicated paths.</p>	<p>While walking and cycling do not contribute to greenhouse gas emissions, it is acknowledged that public transport does contribute, but to a lesser extent than private car use.</p> <p>There is a potential tension in terms of improvements to the road network could encourage greater private car use. However it is unreasonable to expect car usage to decline significantly, the challenge is to encourage alternatives.</p>	<p>Need to ensure that arrangements are still in place for the delivery of good into service centres.</p>
<i>Not Favoured Options</i> <i>Introduce road congestion charges or tolls.</i>	Positive	<i>Could encourage people to seek more sustainable transport alternatives.</i>	<i>Evidence from London suggests that the congestion charge has significantly reduced vehicle numbers in the City. This has a range of environmental benefits.</i>	<i>Decreasing traffic volumes within an activity centre can improve its attractiveness and shopper amenity.</i>
	Negative	<i>Could contribute to increasing the costs of accessing services, particularly for people in deprived areas.</i>	<i>It is arguable that Preston would achieve a similar result, as the traffic situation between the 2 cities is markedly different and the use of a charge is yet to be tested elsewhere.</i>	<i>If it becomes difficult to access the City Centre, this could have a negative impact on existing businesses.</i>

Appendix 5: Evaluation and Prediction of Likely Effects of Preferred Core Strategy Policies

LOCATING GROWTH AND INVESTMENT

Likely Effects of PCS1

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	This policy is likely to have a positive effect. It will reflect the requirements of national and regional policies and will provide housing in sustainable urban locations. Effects are most likely to be noticed in the medium and long term as infrastructure is put in place.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	This policy will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. Because of the need for investment/infrastructure provision effects are most likely to be realised in the medium term.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S3. To reduce crime, disorder and the fear of crime.	Links to deprived areas and to investment should contribute to reducing levels of crime.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
Summary of appraisal against social objectives:		0	+	++	This spatial option provides significant sustainable social benefits in relation to all social objectives.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	This policy is most likely to have beneficial effects by focusing development within existing developed areas. There are possible some minor negative impacts through e.g. run off from new development onto biological assets downstream, particularly along the River Ribble.	0	0/+	0/+	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Possible effects of run-off ▪ Ensure management of effect of development on assets
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	This policy is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Work with organisations such as the Commission for Architecture and the Built Environment (CABE) to ensure benefits are achieved
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	This policy is not likely to have any effect on the existing situation but will have a beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Effects could be strengthened by linking to high quality of design

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
EN4. To manage flood risk and the impacts of flooding.	This policy is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the Strategic Flood Risk Assessment (SFRA). Introduction of Sustainable Drainage Systems (SuDS) would increase the beneficial effects.	0	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ That development will be PPS25 compliant ▪ Develop SuDS
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial.	-/0	0	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Issues around air quality management and SuDS should be addressed
Summary of appraisal against environmental objectives:		0	+	+	The effects of this option on the baseline are broadly positive. Regard should be had to design, improving the quality air and providing sustainable drainage.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	There will be beneficial effects on the existing situation through increasing sustainable access to college and other training facilities.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	Some positive effects have been identified on baselines as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Monitor compliance with PPS7
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:		0/+	+	+	Overall the preferred policy will provide beneficial economic effects on baselines.

CLIMATE CHANGE, ENERGY AND RESOURCE USE

Likely Effects of PCS2-6

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	Major positive effect. Will significantly increase the SAP energy ratings of homes.	0	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Minor positive effect. Should have some positive health benefits in the long term in terms of increasing life expectancy and increasing the number of residents describing their health as not good.	0	0	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ That these policies will lead to a reduction in demand for energy, greater levels of renewable energy production and a reduction in energy production from fossil fuels that cause pollution. ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	No link.	/	/	/	
Summary of appraisal against social objectives:		0	0	+	These policies may help to improve health in the long term and have a significant positive impact in terms of the provision of resource efficient housing, but will have a minimal impact on the other social objectives.
Environmental Objectives					
EN1 To protect, enhance and manage biological and geological assets.	Major positive effect. Will not affect the indicators, but should help to improve biodiversity and habitats in the long term.	0	+	++	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will lead to a reduction in demand for energy and a reduction in energy production from fossil fuels that cause pollution, which can negatively effect biodiversity habitats. ▪ None
EN2 To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	Neutral. These policies recognise that energy efficiency measures and micro generation equipment could potentially impact negatively on the appearance of designated areas or Listed Buildings. To prevent this occurring the policies require that proposals have no adverse impact on the character of designated features of the historic environment or their wider settings.	0	0	0	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will prevent adverse impacts on designated areas and Listed Buildings. ▪ None
EN3 To tackle climate change and make the most sustainable use of the earth's resources.	Major positive effect. Over time these policies should help to reduce the emission of greenhouse gases, such as carbon dioxide.	0	+	++	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will lead to a reduction in demand for energy, greater levels of renewable energy production and a reduction in energy produced from fossil fuels that cause pollution. ▪ None

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
EN4 To manage flood risk and the impacts of flooding.	Major positive effects particularly with regard to risks of flooding from sewers.	+	++	++	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
EN5 To protect and enhance water resources and minimise pollution of water, air and soil.	Some positive effects. Over time should lead to more inland waters complying with river water quality standards and bring about improvements in air quality. Neutral effect on soils.	0	+	++	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will lead to a reduction in demand for energy and a reduction in energy produced from fossil fuels that cause pollution of inland waterways. ▪ None
Summary of appraisal against environmental objectives:		0	+	++	These policies should have many significant long-term positive impacts on the environment.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Minor positive effect. May not necessarily impact upon the indicators, but may result in job creation in the renewable energy's/waste management sectors.	0	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will help to provide greater business opportunities, which will result in job creation. ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	Minor positive effect. May not necessarily impact upon the indicators, but may result in job creation in the renewable energy's/waste management sectors.	0	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will help to provide greater business opportunities, which will result in job creation. ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	Minor positive effect. May not necessarily impact upon the indicators, but may result in job creation in the renewable energy's/waste management sectors.	0	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ That these policies will help to provide greater business opportunities, which will result in job creation. ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		0	+	+	These policies should have a minor positive impact in the long-term in terms of most of the economic objectives. However, they are likely to have little impact in terms of reducing disparities of the areas economic performance or in delivering a rural renaissance.

HOUSING

Likely Effects of PCS7 (existing stock)

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	There are major positive effects of this policy on baselines.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ Investment/management in place. ▪ Addressing issues should be part of a strategic housing renewal focus.
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	These improvements will contribute to improving health and well-being by improving the quality of the existing housing stock and the surrounding environment.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ Investment/management in place. ▪ Addressing issues should be part of a strategic housing renewal focus.
S3. To reduce crime, disorder and the fear of crime.	Major positive impacts through measures such as secured by design and environmental improvements that reduce opportunities for crime.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ Investment/management in place. ▪ Addressing issues should be part of a strategic housing renewal focus.
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Major positive impacts as focussing improvements in inner urban areas will reduce the need to travel.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ Investment/management in place. ▪ Addressing issues should be part of a strategic housing renewal focus.
Summary of appraisal against social objectives:		+	+	++	This option has major positive impacts on the baseline indicators for existing housing stock.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	There are minor positive impacts in that the policy contributes to improving the visual amenity of existing urban areas.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	There are positive impacts arising from the re-use of existing stock and through measures such as energy efficiency improvements that can be incorporated.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN4. To manage flood risk and the impacts of flooding.	Minor negative effects in existing urban areas that are prone to flooding already. Flood mitigation measures will need to be in place in the medium and long-term.	0/-	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Re-use of existing resources should have a minor positive impact on these natural resources and particularly on air quality.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against environmental objectives:		0	+	+	There is a mix of effects on the environment but the policy would contribute to addressing major ones concerned with climate change.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	This policy is likely to provide a boost to economic activity in deprived areas in particular and therefore will have positive impacts.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		0	0	0	This policy would contribute to boosting economic activity.

HOUSING

Likely Effects of PCS8 (new housing)

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	This policy is likely to have a positive effect. It will reflect the requirements of national and regional policies and will provide housing in sustainable urban locations. Effects are most likely to be noticed in the medium and long term as infrastructure is put in place.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	This policy will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. Because of the need for investment/infrastructure provision effects are most likely to be realised in the medium term.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S3. To reduce crime, disorder and the fear of crime.	Links to deprived areas and to investment should contribute to reducing levels of crime.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
Summary of appraisal against social objectives:		0	+	++	This policy provides significant sustainable social benefits.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	This option is most likely to have beneficial effects by focusing development within existing developed areas. There are possible some minor negative impacts through e.g. run off from new development onto biological assets downstream, particularly along the River Ribble.	0	0/+	0/+	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Possible effects of run-off ▪ Ensure development of management on assets
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	This option is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Work with organisations such as CABI to ensure benefits are achieved

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	This option is not likely to have any effect on the existing situation but will have a beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Effects could be strengthened by linking to high quality of design
EN4. To manage flood risk and the impacts of flooding.	This option is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the SFRA. Introduction of Sustainable Drainage Systems would increase the beneficial effects.	0	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ That development will be PPS25 compliant ▪ Develop SuDS
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial.	-/0	0	+	<ul style="list-style-type: none"> ▪ Medium/ ▪ Area wide ▪ Permanent ▪ None ▪ Issues around air quality management and SuDS should be addressed
Summary of appraisal against environmental objectives:		0	+	++	The effects of this option on the baseline are broadly positive. Regard should be had to design and to improving the quality of air and providing sustainable drainage.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	There will be beneficial effects on the existing situation through increasing sustainable access to college and other training facilities as well as demand for construction skills.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	Some positive effects have been identified on the existing situation as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Monitor compliance with PPS7
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:		+	+	++	Overall this policy will provide beneficial economic effects on baselines.

HOUSING

Likely Effects of PCS9 (affordable)

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	There are major positive effects from delivering this policy on the existing situation.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	No link.	/	/	/	
S3. To reduce crime, disorder and the fear of crime.	Positive effects from the development of mixed communities linked to implementation of Sustainable Communities Strategies.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	No link.	/	/	/	
Summary of appraisal against social objectives:		+	+	+	Main positive social effects on baselines are from the actual provision of affordable housing and from the creation of mixed communities.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	This policy should have some positive impacts on townscape.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Links to design standards would be key to achieving positive effects.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	This policy should include requirements to address climate change either through on-site generation of energy or through energy efficient building.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Links to design standards would be key to achieving positive effects.
EN4. To manage flood risk and the impacts of flooding.	There could be positive effects through the introduction of SuDS into schemes.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Would require positive introduction of such measures into schemes.
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
Summary of appraisal against environmental objectives:		+	+	+	This policy has some quite strong positive effects on baselines, particularly in addressing climate change issues, including flood risk.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	This could result in positive links arising from the provision of affordable housing close to areas of employment.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	The provision of affordable housing in rural areas could lead to a positive effect on the ability of those areas to support themselves but there may be detrimental effects on amenities if business growth does not follow.	0	0	0	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		0	0	0	There are some positive impacts on baselines but these will largely benefit urban areas.

HOUSING

Likely Effects of PSCS10 (gypsy & traveller accommodation)

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	This policy provides positive effects on the existing situation with regard to improved environmental impacts.	0	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Some positive effects by providing access to a range of facilities.	0	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	This policy could have positive effects by providing accommodation in sustainable locations.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against social objectives:		0	+	+	Some social benefits derive from this policy.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	No link.	/	/	/	
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	No link.	/	/	/	
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	
Summary of appraisal against environmental objectives:		/	/	/	This policy has no effect on the environmental baseline.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	No link.	/	/	/	

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		/	/	/	This policy has no effect on the economic baseline.

ECONOMIC GROWTH AND EMPLOYMENT

Likely Effects of PCS11

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	This option is likely to have a positive effect. It will reflect the requirements of national and regional policies and will provide housing in sustainable urban locations. Effects are most likely to be noticed in the medium and long term as infrastructure is put in place.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	This option will improve access to facilities in deprived areas, particularly in inner urban locations. It will enable provision through Sustainable Communities Strategies to be realised in physical development. Because of the need for investment/infrastructure provision effects are most likely to be realised in the medium term.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S3. To reduce crime, disorder and the fear of crime.	Links to deprived areas and to investment should contribute to reducing levels of crime.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Focussing development within existing urban areas and other key locations will have a beneficial effect in reducing private car use and encouraging the use of public transport and other sustainable means e.g. foot, bicycle etc.	0	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Infrastructure is put in place ▪ None
Summary of appraisal against social objectives:		0	+	++	This policy provides significant sustainable social benefits.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	This option is most likely to have beneficial effects by focussing development within existing developed areas. There are possible some minor negative impacts through e.g. run off from new development onto biological assets downstream, particularly along the River Ribble.	0	0/+	0/+	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ Possible effects of run off ▪ Ensure management of development on assets
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	This option is regarded as providing positive effects through investment in the built environment and through concentrating development in locations that protect landscape character.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Work with organisations such as CABE to ensure benefits are achieved.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	This option is not likely to have any effect on the existing situation but will have a beneficial effect overall as the development pattern proposed will reduce the consumption of energy resources.	+	+	++	<ul style="list-style-type: none"> ▪ Medium/high ▪ Area wide ▪ Permanent ▪ None ▪ Effects could be strengthened by linking to high quality of design

Sustainability Objective	Predicted Effects			Assessment of Effect		Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Short term	Medium term			
EN4. To manage flood risk and the impacts of flooding.	This option is broadly positive in its effects as it concentrates most development in areas identified as being of lowest risk in the SFRA. Introduction of Sustainable Drainage Systems would increase the beneficial effects	0	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ That development will be PPS25 compliant ▪ Develop SuDS 	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Some negative and positive effects are identified. Air quality is not likely to improve in the short term but reduction in derelict land and implementation of SuDS schemes will be beneficial	-/0	0	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Issues around air quality management and SuDS should be addressed. 	
Summary of appraisal against environmental objectives:		+	+	++	The effects of this policy on the baseline are broadly positive. Regard should be had to design, improving the quality of air and providing sustainable drainage.	
Economic Objectives						
EC1. To encourage sustainable economic growth and employment.	The overall spatial development pattern set out in this option will encourage sustainable links between employment, homes and other facilities providing a basis for sustainable economic growth.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None 	
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	There will be beneficial effects on existing situations through increasing sustainable access to college and other training facilities as well as increasing demand for skills and prospect of employer related skills provision.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None 	
EC3. To sustain and encourage appropriate growth of rural businesses.	Some positive effects have been identified on baselines as this option recognises that there will be a need to develop an appropriate level of business activity in rural areas.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Monitor compliance with national planning policies for rural areas 	
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	There are positive benefits. In particular the overall strategic option supports the development of the Tithebarn scheme in Preston City Centre.	0	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None 	
Summary of appraisal against economic objectives:		+	+	++	Overall this policy will provide beneficial economic effects on baselines.	

SKILLS AND ECONOMIC INCLUSION

Likely Effects of PCS12

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	This policy is likely to improve chances of finding employment and is therefore expected to have a positive effect on baselines in these areas as a result.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	No link.	/	/	/	
Summary of appraisal against social objectives:		0	+	+	There are some minor positive effects from this policy.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	No link.	/	/	/	
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	No link.	/	/	/	
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	
Summary of appraisal against environmental objectives:		/	/	/	This policy has no impact on the environmental baseline.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Development of skills is likely to have positive impacts particularly in deprived areas.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	Development of skills is likely to have positive impacts particularly in deprived areas.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	Development of skills is likely to have positive impacts particularly in deprived areas.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		+	++	++	There are some significant positive effects from this policy.

SUSTAINING THE RURAL ECONOMY

Likely Effects of PCS13

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Minor positive effects from linking employment opportunities with a range of other factors.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Potential minor positive effects from this policy as a result of providing housing and employment opportunities in the same locations.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against social objectives:		+	+	+	There are some minor positive effects from this policy in terms of improving access to services and jobs in rural areas therefore reducing the need of residents to travel to access such services and jobs.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	Minor positive effects identified.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	Minor positive effects from re-use of rural buildings for economic purposes.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	Minor positive effects from reducing the need to travel to work.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	
Summary of appraisal against environmental objectives:		+	+	+	This policy has some minor positive effects in relation to the environmental baseline.

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Positive links by encouraging development of economic activity in rural areas reducing the need to travel to work.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	Some positive effects identified through increased opportunities for remote working via better internet connections.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	Positive effects identified.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	Positive effects in terms of tourism and leisure related activities in particular.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:		+	+	++	This policy has many significant economic benefits in relation to the rural economies.

RETAIL AND TOURISM
Likely Effects of PCS14

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Positive effects as promoting mixed uses in main commercial centres will provide better access to such facilities.	+	+	++	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	Positive effects as it is expected that improving vitality and viability of the main commercial centres would include some measures to reduce crime.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ That improving vitality and viability of main commercial centres will involve measures to reduce crime. ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Positive effects as improving vitality and viability of main commercial centres and promoting mixed uses will reduce the need to travel to other centres to access shops/services.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against social objectives:		+	+	++	Overall some major positive impacts on baselines particularly in relation to access to services and reducing the need to travel.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	The Tithebarn scheme in Preston will lead to significant improvements in the landscape and townscape of the City Centre. Investment in Chorley and Leyland Town centres will also have positive impacts on the townscape.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	This policy will reduce the need to travel and therefore have positive effects on climate change.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	This policy will reduce the need to travel and therefore have positive effects on water, air and soil quality.	+	+	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against environmental objectives:		+	+	++	This policy will have many significant environmental effects in relation to townscape and benefits derived from reducing the need to travel.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Major positive effects as providing for retail and tourism within existing commercial centres is the most sustainable approach.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	The policy aims to maintain, improve and control the mix of uses in local centres which will have a positive effect on rural businesses.	+	+	+	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	Major positive effects in the main commercial centres.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:		+	++	++	This policy will have some positive effects on the economic baseline particularly in relation to providing for sustainable economic growth.

HEALTH AND WELLBEING

Likely Effects of PCS15-20

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Major positive effects from these policies.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	Positive effects through measures such as secured by design.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Positive effects arising from provision of health and sport facilities in areas where they are most needed.	+	++	++	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against social objectives:		+	++	++	All the policies present a number of positive effects on baselines.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	No link.	/	/	/	
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	No link.	/	/	/	
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	
Summary of appraisal against environmental objectives:		/	/	/	No overall effect on baselines.

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Minor positive effects as a result of linking this to the provision of other services.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	Minor positive effects resulting from education provision contributing to skills development and retention.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC3. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	Minor positive effects linked to Preston City Centre.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:					Some positive effects on baselines as these policies provide for health and well-being in a sustainable manner and improving access to education.

BIODIVERSITY AND THE NATURAL AND BUILT ENVIRONMENT

Likely Effects of PCS21-27

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	Contributes positive effects through design in the built environment.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Positive effects resulting from improved access to open space and green space.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
S3. To reduce crime, disorder and the fear of crime.	Minor positive effects through such measures as good design.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Positive effects through accessibility to a range of sustainable transport alternatives.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
Summary of appraisal against social objectives:		+	+	+	Overall positive effects on baselines.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
EN4. To manage flood risk and the impacts of flooding.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
Summary of appraisal against environmental objectives:		+	+	+	Overall positive effects.
Economic Objectives					
EC5. To encourage sustainable economic growth and employment.	No link.	/	/	/	
EC6. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC7. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	
EC8. To maintain and improve retail and related services as well as provide for tourism and leisure.	Positive effects on existing situation.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Guidance on appropriate design needs to be in place
Summary of appraisal against economic objectives:		0	0	0	Whilst no major links, there are positive effects in terms of links to tourism.

TRAVEL

Likely Effects of PCS28

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Positive effects through improved cycling and walking opportunities.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Some positive effects by encouraging sustainable modes of travel and decreasing congestion.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Ensure that improvements to the road network only take place once improvements to public transport, cycling and walking facilities have been implemented.
Summary of appraisal against social objectives:		+	+	+	Some positive effects particularly in relation to encouraging walking, cycling and the use of public transport, however there could also be some negative effects in relation to improving the road network as this may encourage more people to drive.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	Schemes to improve the road network could have some impact on these landscapes however this can be minimised through mitigation measures.	0	0	0	<ul style="list-style-type: none"> ▪ Medium ▪ Area wide ▪ Permanent ▪ None ▪ Ensure that improvements to the road network are designed so they have minimal impact on the surrounding area and any damage is repaired or replaced.
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	Positive effects from provision of sustainable transport means and also through potential improved traffic flows but negative impacts could arise from improving the road network as this may encourage more people to drive.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Ensure that improvements to the road network only take place once improvements to public transport, cycling and walking facilities have been implemented.
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	

Sustainability Objective	Predicted Effects			Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement 	
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term		Long term
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	The provision of sustainable transport means and improved traffic flows will have a positive effect on air quality as more people would use public transport and there would be less congestion however improving the road network may encourage more people to drive which would counteract the positive effects on air quality through improving public transport.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ Ensure that improvements to the road network only take place once improvements to public transport, cycling and walking facilities have been implemented.
Summary of appraisal against environmental objectives:		+	+	+	Some positive effects in relation to tackling climate change and minimising water, air and soil pollution.
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Positive effects identified by linking sustainable locations for business with sustainable transport.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	Positive effects on baselines.	+	+	+	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against economic objectives:		+	+	+	Some positive effects particularly in relation to encouraging sustainable economic growth.

DELIVERING INFRASTRUCTURE

Likely effects of PCS29

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Social Objectives					
S1. To improve access to good quality and resource efficient housing including affordable housing.	No link.	/	/	/	
S2. To improve health and well-being and to improve access to health care, sport and recreation, culture, community and education facilities and services, particularly in deprived areas.	Neutral impact. Will ensure that funding or facilities provided where needed to mitigate impact of development.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
S3. To reduce crime, disorder and the fear of crime.	No link.	/	/	/	
S4. To reduce the need to travel and improve transport accessibility in sustainable ways.	Neutral impact. Funding will be required from developers for infrastructure where improvements needed.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
Summary of appraisal against social objectives:		0	0	0	This preferred policy will have little impact on social objectives.
Environmental Objectives					
EN1. To protect, enhance and manage biological and geological assets.	No link.	/	/	/	
EN2. To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value.	No link.	/	/	/	
EN3. To tackle climate change and make the most sustainable use of the earth's resources.	Neutral impact.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EN4. To manage flood risk and the impacts of flooding.	No link.	/	/	/	
EN5. To protect and enhance water resources and minimise pollution of water, air and soil.	No link.	/	/	/	
Summary of appraisal against environmental objectives:		0	0	0	This preferred policy will have little impact on environmental objectives.

Sustainability Objective	Predicted Effects				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (high/med/low) ▪ Geographical scale of effect ▪ Temporary or permanent effect ▪ Assumptions made ▪ Recommendations for mitigation/improvement
	Nature of Effect on Baseline/Indicators	Assessment of Effect			
		Short term	Medium term	Long term	
Economic Objectives					
EC1. To encourage sustainable economic growth and employment.	Neutral impact. Seeking developer contributions will help to improve infrastructure and accessibility surrounding these sites.	0	0	0	<ul style="list-style-type: none"> ▪ High ▪ Area wide ▪ Permanent ▪ None ▪ None
EC2. To improve the skills of both the current and future workforce and to develop the skills required to ensure that local people have access to, and are able to meet the demands of modern and changing job markets.	No link.	/	/	/	
EC3. To sustain and encourage appropriate growth of rural businesses.	No link.	/	/	/	
EC4. To maintain and improve retail and related services as well as provide for tourism and leisure.	No link.	/	/	/	
Summary of appraisal against economic objectives:		0	0	0	This preferred policy will have little impact on economic objectives.

**Appendix 6: Cumulative Effects of Preferred Core
Strategy Policies**

Cumulative Effects of Preferred Core Strategy Policies

PREFERRED POLICIES	SUSTAINABILITY OBJECTIVES												
	S1	S2	S3	S4	ENV1	ENV2	ENV3	ENV4	ENV5	EC1	EC2	EC3	EC4
PCS1: Locating Growth and Investment	++	++	++	++	0/+	++	++	++	+	++	++	+	+
PCS2-6: Climate Change, Energy and Resource Use	++	+	/	/	++	0	++	++	++	+	+	+	/
PCS7: Housing (existing stock)	++	++	++	++	/	++	++	+	+	+	/	/	/
PCS8: Housing (new housing)	++	++	++	++	0/+	++	++	++	+	++	++	+	+
PCS9: Housing (affordable)	++	/	+	/	/	+	+	+	/	+	/	0	/
PSCS10: Housing (gypsy & traveller accommodation)	+	+	/	+	/	/	/	/	/	/	/	/	/
PCS11: Economic Growth and Employment	++	++	++	++	0/+	++	++	++	+	++	++	+	+
PCS12: Skills and Economic Inclusion	/	++	/	/	/	/	/	/	/	++	++	++	/
PCS13: Sustaining the Rural Economy	/	+	/	+	+	+	+	/	/	++	++	++	++
PCS14: Retail and Tourism	/	++	++	++	0/+	++	++	++	+	++	++	+	+
PCS15-20: Health and Well-being	/	++	++	++	/	/	/	/	/	+	+	/	+
PCS21-27: Biodiversity and the Natural and Built Environment	+	+	+	+	+	+	+	+	+	/	/	/	+
PCS28: Travel	/	+	/	+	/	0	0	/	0	+	/	/	+
PCS29: Delivering Infrastructure	/	0	/	0	/	/	0	/	/	0	/	/	/
Comments	The preferred policies score positively against all the social objectives. Many positive cumulative effects would arise from implementing all of the preferred policies.				The preferred policies score positively against all the environmental objectives. Many positive cumulative effects would arise from implementing all of the preferred policies.					The preferred policies score positively against all the economic objectives. Many positive cumulative effects would arise from implementing all of the preferred policies.			

Appendix 7: Sustainability Appraisal of Strategic Sites

STRATEGIC SITES	SUSTAINABILITY APPRAISAL EFFECTS												
	Social Objectives				Environmental Objectives					Economic Objectives			
	S1: To improve access to good quality & resource efficient housing including affordable housing	S2: To improve health & well being and to improve access to health care, sport & recreation, culture, community & education facilities & services	S3: To reduce crime, disorder and the fear of crime	S4: To reduce the need to travel & improve transport accessibility in sustainable ways	EN1: To protect enhance and manage biological & geological assets	EN2: To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value	EN3: To tackle climate change and make the most sustainable use of the earth's resources	EN4: To manage flood risk and the impacts of flooding	EN5: To protect and enhance water resources and minimise pollution of water, air and soil	EC1: To encourage sustainable economic growth and employment	EC2: To improve the skills of both the current and future workforce	EC3: To sustain and encourage appropriate growth of rural business	EC4: To maintain and improve retail and related services as well as provide for tourism and leisure
Buckshaw Village	+	+	/	+	0	0	+	/	+	+	/	/	/
	Allocating this site for mixed-use development would have a positive effect on objective S1 as there is already a significant proportion of affordable housing on the site and there is potential for further affordable housing to be provided. There would also be a positive effect in developing this site further on objectives S2 and S4 as it currently has good transport links. There are several bus stops on the site with 2 services per hour and it is on a cycle route. The nearest railway station is currently over 3km away however there is planning permission for a new station on the site. Access to services is currently not very good however the site has planning permission for a number of facilities such as a supermarket, doctor's surgery and primary school.				Allocating this site for mixed-use development would have little effect on objectives EN1 and EN2 as although there is a Biological Heritage Site in the south west of the site, this can be retained and significant development has already taken place therefore there would be little impact on landscape character. Developing this site would also have positive effects on objectives EN3 and EN5 as the good transport links along with facilities to be provided on site would reduce the need to travel by car and encourage more people to travel by public transport which would reduce air pollution and therefore help to tackle climate change.					Allocating this site would have a positive effect on objective EC1 as it would be a mixed-use site with good public transport links and would therefore encourage sustainable economic growth in the area.			
Cottam Hall	+	0/-	/	+	0/-	0	+	/	+	+	/	+	/
	Allocating this site for mixed-use development would have a positive effect on objective S1 as it would help to provide significant amounts of new, good quality affordable housing. Although the site does not have good access to basic facilities and services, it is well served by recreational open space and parks, promoting healthier lifestyles. On balance, the impact on objective S2 would be neutral. In addition, the development of the site would ensure the area is well served by a range of services and facilities. Although the nearest railway station is over 10km from the site, bus stops are in close proximity to the site with frequent services.				Allocating this site for mixed-use development could have a negative impact on objective EN1. A biological heritage site on the southern boundary of the site may not be managed, protected and enhanced by the development. The impact on objective EN2 would be neutral, although the site is mostly greenfield and therefore development would be less favourable than a previously developed alternative, the land is predominantly low value agricultural with no areas of architectural, historic or cultural importance. Development of the site would have positive effects on objectives EN3 and EN5 since the site is well served by public transport, reducing the need to travel by car which will help to reduce air pollution and help to tackle climate change.					Allocating this site for mixed uses would have a positive effect on objective EC1 as it would encourage the development of employment uses in an accessible location well served by public transport. This would encourage sustainable economic growth in the area. Due to the location of the site and accessibility to rural areas of Preston and beyond, the site is ideally located to help encourage the appropriate growth of rural business, and therefore would have a minor positive impact on objective EC3.			
Former Whittingham Hospital	+	0/-	/	0	0	0	+	/	+	+	/	+	/
	Allocating this site for a mixed development would have a positive effect on objective S1, as this would provide a significant amount of new, resource efficient and affordable housing. Whilst the site does have good access to some service facilities and open space, the site is not well served by health care facilities, the effect on objective S2 would therefore be minor negative to neutral. Although the site is within a rural setting, it still scores reasonably well in terms of accessibility. The site is served by low frequency public transport, although the nearest bus stop is within 400m of the site, and the site is on a cycle route. Allocating this site for development would therefore have, on balance, a neutral impact on objective S4.				Allocating this site for mixed use development would have little impact on objective EN1, since the site is outside of any biological or geological heritage site. Allocating the site for development would have a neutral impact on objective EN2 and a positive impact on objective EN3. The majority of the site is on brownfield land and in a location reasonably well served by public transport, creating the positive impact on EN3. However, some of the site is greenfield, mostly rural countryside and agricultural in nature. This would therefore balance out and create a neutral impact on objective EN2. The site is not within a flood risk, and therefore objective EN4 is not relevant. The effect on objective EN5 would be positive, as allocation of the site served by public transport would help to reduce traffic and therefore air pollution.					Allocating the site for mixed use development would have a positive effect on objectives EC1 and EC3. The development of some employment uses on the site would help to support sustainable economic growth as it would generate jobs for local people in an area reasonably served by public transport. The site is located in a rural setting with close links to several villages, and therefore allocating this site for development would help to support, encourage and expand rural business.			
BAe Systems Salmsbury	/	/	/	-	0/-	0	-	/	-	-	/	/	/
	Further employment development at this site would have a negative effect on objective S4 as the site is in a rural location and is not well served by public transport therefore most people would travel there by car. There is a bus stop less than 1.2km away but this is not served by frequent services and the nearest railway station is also over 3km away. The site is currently not on a cycle route but one is proposed. It is also over 3km away from the nearest motorway junction at Preston.				Further employment development would have little impact on objective EN2 as the site is already heavily developed therefore the landscape character would not be significantly affected. The impact on objectives EN3 and EN5 would be negative due to the poor public transport links, which would result in more people travelling to the site by car, leading to increased levels of air pollution in the area and subsequently having a negative impact on climate change. This increase in air pollution could have a negative effect on objective EN1, as there is a Biological Heritage Site adjacent to the site although it is unlikely that the impact would be significantly greater than that of the existing development.					Further employment development at this site would have a negative effect on objective EC1 as although it would create a significant number of new jobs this is not a sustainable location due to its poor public transport links and distance to the nearest motorway junction.			

STRATEGIC SITES	SUSTAINABILITY APPRAISAL EFFECTS												
	Social Objectives				Environmental Objectives					Economic Objectives			
	S1: To improve access to good quality & resource efficient housing including affordable housing	S2: To improve health & well being and to improve access to health care, sport & recreation, culture, community & education facilities & services	S3: To reduce crime, disorder and the fear of crime	S4: To reduce the need to travel & improve transport accessibility in sustainable ways	EN1: To protect enhance and manage biological & geological assets	EN2: To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value	EN3: To tackle climate change and make the most sustainable use of the earth's resources	EN4: To manage flood risk and the impacts of flooding	EN5: To protect and enhance water resources and minimise pollution of water, air and soil	EC1: To encourage sustainable economic growth and employment	EC2: To improve the skills of both the current and future workforce	EC3: To sustain and encourage appropriate growth of rural business	EC4: To maintain and improve retail and related services as well as provide for tourism and leisure
Cuerden (Lancashire Central)	/	/	/	0	0	0	0	/	0	0	/	/	/
	Allocating this site for employment development would have a neutral effect on objective S4. The site has good motorway links due to its close proximity to a motorway junction and is close to a number of other employment uses. However, existing public transport links are not good enough to encourage people to travel there by rail or bus rather than car due to its peripheral location and easy access from the motorway. The nearest bus stop has very frequent services, 9 an hour in total, but it is located between 0.4 and 0.8km away. Improvements to bus services directly serving the site would be needed to encourage people to travel to the site by bus. The nearest railway station is over 1.6km away.				Allocating this site for employment development would have little impact on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be neutral as although the site is greenfield, it is bordered by the M61 and M65 motorways and is also close to other employment/retail developments therefore development on this site would not significantly detract from the character of the area. Developing this site would have a neutral effect on objectives EN3 and EN5 due to their being good access to the site from the motorway resulting in shorter journeys for deliveries but not having particularly good public transport links to encourage people to travel to work by public transport rather than car. There would therefore be little impact on air pollution & climate change.					Allocating the site for employment development would have a neutral effect on objective EC1 as whilst edge of settlement locations close to motorway junctions are good locations for industrial uses in terms of distribution and deliveries and would provide a significant amount of jobs in the area, this site is not well served by public transport therefore accessibility for employees by non-car modes is not very good.			
Botany/ Great Knowley	/	/	/	0	0	-	0	/	0	0	/	/	/
	Allocating this site for employment development would have a neutral impact on objective S4 as whilst it is an accessible location for deliveries and employees travelling by car due to its proximity to the motorway junction, and is within walking distance of some residential areas, it is not served particularly well by existing public transport. There is a bus stop close to the site with two services per hour however the nearest railway station at Chorley is over 3km away. The site is not on a cycle route but is less than 0.4km away from one. Improvements to bus services serving the site may encourage some people to travel by bus rather than car.				Allocating this site for employment development would have little effect on objective EN1 as there are no biological and geological designations in the area. There could be negative impacts in relation to objective EN2 as the site is greenfield and in a prominent location therefore any development would have to be well designed to ensure that the impact on landscape character is minimised. There would have a neutral effect on objectives EN3 and EN5 due to their being good access to the site from the motorway but not having particularly good public transport links to encourage people to travel to work by public transport rather than car. There would therefore be little impact on air pollution and climate change.					Allocating the site for employment development would have a neutral effect on objective EC1 as whilst edge of settlement locations close to motorway junctions are good locations for industrial uses in terms of distribution and deliveries and would provide a significant amount of jobs in the area, this site is not well served by public transport therefore accessibility for employees by non-car modes is not very good.			
North West Preston (West)	+	++	/	++	0	-	0	/	0	+	/	/	/
	Allocating this site for development would have a positive effect on objective S1, as it would deliver a significant amount of new, resource efficient and affordable housing. The effect of allocating this site on objectives S2 and S4 would be major positive. Although the site is some distance from a railway station it is well served by public transport, the nearest bus stop is within walking distance of the site, served by 16 buses every hour. The site is also on a cycle path, and very close to main roads. Basic services, including health care facilities, are located in close proximity to the site, with access to open space and recreational facilities reasonable also. Allocating this site for development would therefore help to promote sustainable modes of transport and ensure adequate access to basic services and facilities.				Allocating this site for development would have a neutral effect on objective EN1, as the site is located outside of any biological or geological heritage site. There could be a minor negative impact in relation to objective EN2 as the site is greenfield and currently occupied by open land, fields and some sports and recreational facilities, the loss of which would be detrimental to the protection and conservation of landscape character. In terms of objectives EN3 and EN5, the likely impact would be neutral – the site is accessible by non-car transport modes and close to basic facilities and services, meaning development of the site would contribute to a reduction in air pollution and therefore helping to tackle climate change. However, development of a greenfield site would not serve to make the most sustainable use of the earth's resources. Since the site is not within an area at risk of flooding, objective EN4 is not relevant.					Allocating this site for a mixture of uses would have a positive effect on objective EC1, as it would help to encourage the creation of businesses and job opportunities in a sustainable location. Whilst the site is not very close to a motorway junction to help accessibility for industrial uses, it is well served by public transport, cycle paths and basic services, ensuring sustainable access to jobs for potential employees. Allocating the site for development would have no impact on objective EC3 as the site is adjacent to the main urban area of Preston with the M55 motorway acting as a physical barrier to northern rural areas, meaning there would be no effect on the growth of rural business.			

SUSTAINABILITY APPRAISAL EFFECTS													
STRATEGIC SITES	Social Objectives				Environmental Objectives					Economic Objectives			
	S1: To improve access to good quality & resource efficient housing including affordable housing	S2: To improve health & well being and to improve access to health care, sport & recreation, culture, community & education facilities & services	S3: To reduce crime, disorder and the fear of crime	S4: To reduce the need to travel & improve transport accessibility in sustainable ways	EN1: To protect enhance and manage biological & geological assets	EN2: To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value	EN3: To tackle climate change and make the most sustainable use of the earth's resources	EN4: To manage flood risk and the impacts of flooding	EN5: To protect and enhance water resources and minimise pollution of water, air and soil	EC1: To encourage sustainable economic growth and employment	EC2: To improve the skills of both the current and future workforce	EC3: To sustain and encourage appropriate growth of rural business	EC4: To maintain and improve retail and related services as well as provide for tourism and leisure
Park Hall/ Camelot	+	-	/	-	0	0	-	/	-	-	/	+	0
	Allocating this site for mixed-use development could have a positive effect on objective S1 as there would be potential to provide a significant proportion of affordable housing on the site and there is a lack of affordable housing in the surrounding villages. The effects on objective S2 would be negative as although there is a Post Office and convenience store nearby in Heskin, the site has poor access to a number of other facilities and services. Some community facilities could be provided on-site however people would still need to travel a considerable distance to access a number of other facilities such as GP surgery, supermarket and secondary schools. The nearest local shopping centre is over 3km away and the nearest town centre which is Chorley is 5.9km away. The effects on objective S4 would also be negative due to its peripheral location and poor access to services. There is a bus stop close to the site however current services are infrequent. Improvements to bus services serving the site may encourage some people to travel by bus rather than car however it is likely that the majority of people would still travel by car due to its peripheral location. The site is also not on a cycle route and is over 3km away from a railway station. The nearest motorway junction is over 3km away.				Allocating this site could have little effect on objective EN1 as although the site is adjacent to, and a small part allocated as, a Biological Heritage Site, this can be retained and any impact minimised by ensuring development does not take place in close proximity to the designation. The effect on objective EN2 would be neutral as the site is brownfield, is currently used as a theme park and is not visible from the road therefore the impact on landscape character would be minimal. There would be a negative impact on objectives EN3 and EN5 due to the amount of traffic that would be generated by a mixed-use development. The Theme Park currently attracts a number of visitors but is only open approx 6 months of the year and will only be busiest during weekends and school holidays. The traffic generated from mixed-use development of the site would be far greater especially given the need to travel to access services and poor access to public transport. This would lead to increased levels of air pollution, which would have a negative impact on climate change.					Allocating this site for mixed-use development would have a negative impact on objective EC1 as poor access to services and public transport identified under the social effects means that any growth in this location would not be sustainable. The site is also more than 3km away from a motorway junction therefore it is not a sustainable location for employment development. There could be positive impacts on rural businesses and economies particularly in Heskin and Eccleston as people living or working on this site are likely to use shops and other services in these areas. The impact on objective EC4 would be neutral as although redeveloping the site would result in the loss of a tourist attraction, providing housing in this location would lead to more people using shops and services in nearby villages.			
South of Penwortham, North of Farington	+	+	/	+	0	0	+	/	+	+	/	/	/
	Allocating this site for mixed-use development could have a positive effect on objective S1 as there would be potential to provide a significant proportion of affordable housing on the site. The effects on objective S2 would be positive as the site is in close proximity to the district centres of Kingsfold and Tardy Gate where a number of services can be accessed. The northern and eastern parts of the site are within walking distance of these district centres. The effect on objective S4 would also be positive given the proximity of the district centres along with good bus services in the area. There is a bus stop adjacent to the site which has 14 services per hour. The site is also on a cycle route but access by rail is not good as the nearest railway station is over 3km away. The site is over 3km from the nearest motorway junction however there is good access from the junction to the site via the A582.				Allocating this site for mixed-use development would have little impact on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be neutral as although the site is greenfield, it is bordered by the built up areas of Lostock Hall and Penwortham therefore development on this site would not significantly detract from the character of the area. There would be positive effects on objectives EN3 and EN5 as the site is in close proximity to a number of services, has good public transport access and has good access to the nearest motorway junction. This will reduce the need to travel, especially by car, which will have a more positive effect on air pollution and climate change than sites that are not in such accessible and sustainable locations.					Allocating this site for mixed-use development would have a positive effect on objective EC1 as the site is in close proximity to a number of services, has good public transport access and has good access to the nearest motorway junction making it a sustainable location for employment development.			
Central Preston	/	/	/	++	0	+	+	/	+	++	/	/	/
	Allocating this site for employment uses would have no effect on objectives S1 and S2, since these objectives relate more specifically to housing allocations. The effect on objective S4 would be major positive, since allocating the site would help to provide employment in a highly sustainable location. The site is within Preston City Centre, and as such is extremely well served by public transport (bus and rail). The site is on a main road junction and offers ease of access to most basic services, decreasing reliance on car-borne transportation.				Allocating this site for employment uses would have little effect on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be positive, since this site is a regeneration initiative in Preston City Centre, currently comprising partially unoccupied and underused lands adjacent to the City Centre, University and railway station. Allocation of these lands could therefore positively contribute to the enhancement of architectural value and the character of the built environment. By virtue of the sites highly sustainable location in Preston City Centre, the effect on objectives EN3 and EN5 would be positive, as it would encourage the development of brownfield sites in a location that is well served by a variety of transport modes as an alternative to the car, helping to minimise pollution.					Allocating this site for employment uses would have a major positive effect on objective EC1. The site is located in a highly sustainable location, well served by public transport and in close proximity to a wide range of services and facilities. Whilst the site is not in close proximity to a motorway junction, the site is to be allocated for office uses and this will therefore not pose a hindrance to economic development. Allocating this underused site for employment uses would therefore encourage sustainable economic growth and employment.			

STRATEGIC SITES	SUSTAINABILITY APPRAISAL EFFECTS												
	Social Objectives				Environmental Objectives					Economic Objectives			
	S1: To improve access to good quality & resource efficient housing including affordable housing	S2: To improve health & well being and to improve access to health care, sport & recreation, culture, community & education facilities & services	S3: To reduce crime, disorder and the fear of crime	S4: To reduce the need to travel & improve transport accessibility in sustainable ways	EN1: To protect enhance and manage biological & geological assets	EN2: To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value	EN3: To tackle climate change and make the most sustainable use of the earth's resources	EN4: To manage flood risk and the impacts of flooding	EN5: To protect and enhance water resources and minimise pollution of water, air and soil	EC1: To encourage sustainable economic growth and employment	EC2: To improve the skills of both the current and future workforce	EC3: To sustain and encourage appropriate growth of rural business	EC4: To maintain and improve retail and related services as well as provide for tourism and leisure
Tithebarn	+	++	/	++	0	+	+	/	+	+	/	/	/
	Allocating this site for a mixture of uses would have a positive effect on objectives S1 and S2, as there would be potential to provide new City Centre residential units and a proportion of affordable residential units. The site is located within Preston City Centre, and therefore any new residential uses in this location would ensure ease of access to a wide range of basic services and facilities including convenience stores, post office and health care uses. The effect on objective S4 would also be positive since the site is centrally located, and therefore highly sustainable, well served by a range of transport modes.				Allocating this site for a mixture of uses would have little effect on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be positive as it would ensure the regeneration and redevelopment of the north eastern quarter of Preston City Centre, positively contributing to the built environment and architectural quality in the area. The redevelopment will however need to be sensitively designed to be sympathetic to areas and buildings of high architectural merit. The effect on objectives EN3 and EN5 would be positive since the site is situated within a large brownfield regeneration area, thus redevelopment would ensure the efficient use of land and buildings. The site is also within a highly sustainable location, reducing the need to travel to access homes, services and employment, helping to minimise pollution and tackle climate change.					Allocating this site for a mixture of uses would have a positive effect on objective EC1. The site is located within a highly sustainable location well served by public transport and in close proximity to a wide range of services and facilities. Therefore, the development of some employment uses in the area would help to encourage sustainable economic growth and employment.			
Inner East Preston	+	++	/	++	0	+	+	/	+	+	/	/	/
	Allocating this site for a mixture of uses would have a positive effect on objective S1 as it would ensure the provision of new, higher quality and resource efficient housing, including affordable housing within Inner East Preston. The site is in a highly accessible location on the edge of Preston City Centre, situated in close proximity to a wide range of services and facilities, meaning the effect on objective S2 would be major positive. The effect on objective S4 would be major positive also since the site is situated in a highly sustainable location, well served by public transport, on a cycle route and in close proximity to a wide variety of basic services and facilities.				Allocating this site for a mixture of uses would have little effect on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be likely to be positive, since allocation of this area would result in development that would help improve the quality of the built environment and the character of the area. The effect on objectives EN3 and EN5 would also be positive, as this site is a large brownfield regeneration area, allocation of which would result in the most efficient use of land and buildings. The site is also situated within a sustainable location close to the City Centre and a wide range of services and facilities, with good transport links and well served by public transport, helping to reduce the need to travel and therefore minimising pollution.					Allocating this site for a mixture of uses would have a minor positive effect on objective EC1. The site is situated within a sustainable location well served by public transport and in close proximity to a wide range of services and facilities. Therefore, the development of some employment uses in this area would help to support and encourage sustainable economic growth and employment adjacent to Preston City Centre.			
North West Preston (East)	+	+	/	+	0	0/-	0	/	+	+	/	/	/
	Allocating this site for a mixture of uses would have a positive effect on objective S1, as it would result in the provision of some new, higher quality and resource efficient housing, including affordable housing on the fringe of the Preston urban area. The effect on objective S2 would also be positive, the site is situated in a reasonably accessible location with good access to a range of facilities and services, including health care and a local convenience store. The site is also situated on a cycle route with easy access to open space and recreational facilities to promote healthier lifestyles. The site is reasonably well served by public transport, and therefore allocation would help to reduce the need to travel, ensuring a positive effect on objective S4 also.				Allocating this site for a mixture of uses would have little effect on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be neutral to negative, the site is greenfield consisting mostly of open countryside and fields, and therefore development of this land would be less favourable than a previously developed alternative. However, the area has little agricultural value, and therefore development could help contribute to an enhancement of landscape character. The effect on objectives EN3 and EN5 would be neutral and positive respectively, since the site is situated in a reasonably sustainable location, well served by public transport and with basic services accessible, this would help reduce the need to travel and therefore help to minimise pollution. However, allocating a greenfield site would not help to make the most sustainable use of earth's resources.					Allocating this site for a mixture of uses would have a minor positive effect on objective EC1. The site is situated within a sustainable location well served by public transport and in close proximity to a wide range of basic services. Therefore the development of some employment uses in this location would help to promote sustainable economic growth and employment in an accessible location on the edge of Preston.			

STRATEGIC SITES	SUSTAINABILITY APPRAISAL EFFECTS												
	Social Objectives				Environmental Objectives					Economic Objectives			
	S1: To improve access to good quality & resource efficient housing including affordable housing	S2: To improve health & well being and to improve access to health care, sport & recreation, culture, community & education facilities & services	S3: To reduce crime, disorder and the fear of crime	S4: To reduce the need to travel & improve transport accessibility in sustainable ways	EN1: To protect enhance and manage biological & geological assets	EN2: To protect, conserve and enhance landscape character, places of architectural, historic, cultural and archaeological value	EN3: To tackle climate change and make the most sustainable use of the earth's resources	EN4: To manage flood risk and the impacts of flooding	EN5: To protect and enhance water resources and minimise pollution of water, air and soil	EC1: To encourage sustainable economic growth and employment	EC2: To improve the skills of both the current and future workforce	EC3: To sustain and encourage appropriate growth of rural business	EC4: To maintain and improve retail and related services as well as provide for tourism and leisure
	+	0	/	0	0	0	0	/	0	0	/	/	/
Moss Side Test Track	<p>Allocating this site for mixed-use development could have a positive effect on objective S1 as there would be potential to provide a significant proportion of affordable housing on the site. The effect on objective S2 would be neutral as although there are few services in close proximity to the site, it is less than 1.6km away from the Earnshaw Bride district centre where a number of services can be accessed. Leyland town centre is also 2.3km away where a wider range of facilities can be accessed. The effect on objective S4 would also be neutral as public transport links are not particularly good at the moment but there are plans to improve these. The nearest railway station is currently over 3km in Leyland however there are proposals for a new railway station at Midge Hall which is in close proximity to the site and would help serve the site. There are good bus services in the area with the nearest bus stop having 8 services per hour. It is up to 1.2km away but providing a new bus stop closer to the site would ensure good access to the site via public transport. The nearest motorway junction is over 3km away but there is good access to the site from this junction via the A582 and B5253.</p>				<p>Allocating this site for mixed-use development would have little impact on objective EN1 as there are no biological or geological designations in the area. The effect on objective EN2 would be neutral as the site is brownfield, is adjacent to Moss Side Employment Area and it on the edge of the built up area of Leyland therefore developing the site would not significantly detract from the character of the area. The impact on objectives would be neutral at present however the effects would be positive if the railway station is developed and a bus stop provided closer to the site. These improvements would reduce reliance on the car to access the site and therefore help to reduce air pollution in the area and tackle climate change.</p>					<p>Allocating this site for mixed use development would have a neutral effect on objective EC1 as the site has relatively good access at present however the impact would be positive if the railway station was developed and a bus stop located closer to the site and this would improve the accessibility of the site by modes other than car and make it a more sustainable location for employment development.</p>			

Appendix 8: Strategic Sites and Locations Assessment

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Purpose of this Background Topic Paper is to inform the selection of Strategic Sites and Locations to be included in the Core Strategy and has been revised to inform the proposed Housing Related Changes produced for consultation in November 2011.

1 Introduction

- 1.1 This document has been produced to provide information on the processes and analysis that have been undertaken to inform the selection of Strategic Sites and Locations to be included in the Central Lancashire Core Strategy. By providing this Background Topic Paper it is intended that the reasoning behind the choices of proposed Strategic Sites and Strategic Locations, as well as reasons why other sites have not been favoured, will be made clear.
- 1.2 At the outset it is important to distinguish what is now meant by a Strategic Site and a Strategic Location. Both designations refer to spatially specific proposals that will have important, strategic significance. A Strategic Site is however more definite in terms of the precise area of land, more imminent in respect of timing and with firmer proposals than Strategic Locations. This distinction was not so clear nationally or locally with regard to policy when preparatory work on the Central Lancashire Preferred Core Strategy was done in 2008.
- 1.3 In considering which potential Strategic Sites and Locations should be proposed in the Publication version of the Core Strategy the latest national planning policy was taken into account. It does not provide detailed guidance but does state that allocated Strategic Sites should be "*those sites considered central to the achievement of the strategy*". (PPS12, para 4.6)
- 1.4 So Core Strategies can now be definitive and precise about Strategic Sites (as opposed to Strategic Locations), detailing specific areas of land for particular types of development. This so called 'allocation' of a site establishes in principle what uses would be acceptable much like an outline planning permission does. Alternatively a Core Strategy can be less specific about land proposals of strategic significance and refer to a more general geographic location. Such 'Strategic Locations', as they are called, are also likely to relate to longer term proposals than Strategic Sites.
- 1.5 The Preferred Core Strategy, published in September 2008, put forward a number of, what were at the time termed, 'Strategic Sites'. However, although most of these referred to existing sites for which the site boundaries were already known this version of the Core Strategy only showed their general locations on a Key Diagram. This version of the Core Strategy did not propose the allocation of sites.
- 1.6 The Publication Core Strategy (December 2010) proposed the allocation of three Strategic Sites and two Strategic Locations. Following submission of the Strategy for examination the examining Inspector announced he had doubts whether there were sufficient opportunities to provide for new housing to meet the Regional Spatial Strategy housing requirements for Central Lancashire and suggested additional Strategic Sites/Locations ought to be proposed and consulted upon. Land in the vicinity of Pickering's Farm, Penwortham, and at Higher Bartle and Broughton/Land at Eastway, Preston has been reconsidered as a result of the Inspector's provisional findings. In each case a wider area of land has been assessed and re-named, Land South of Penwortham and North of Farington, and North West Preston respectively.
- 1.7 For the finally adopted Core Strategy to fully allocate Strategic Sites their boundaries needed to be shown on an Ordnance Survey map base to illustrate how the Proposals

Map, the map that shows where all site specific development plan policies apply, is intended to be changed. Any strategic land proposals that are shown only in a diagrammatic way on the Core Strategy Key Diagram (such as Strategic Locations) will still need to be allocated in a later Site Allocations and Development Management Policies Local Development Framework Development Plan Document (DPD).

2 Background

2.1 The 2008 Preferred Core Strategy proposed the 'Strategic Sites' listed in Table 1 below;

<i>Places:</i>	<i>Proposed Use:</i>
Buckshaw Village	Mixed Use
Cuerden	Employment
Botany / Great Knowley	Employment
Cottam	Housing
Former Whittingham Hospital	Mixed Use
BAE Samlesbury*	Employment

* Site now referred to as BAE Systems, Samlesbury

Table 1: Strategic Sites identified in Preferred Core Strategy

2.2 Following receipt of representations on the Preferred Core Strategy it was considered necessary to carry out additional research on the suitability of each of these sites for inclusion in the Publication Core Strategy (December 2010). This was also a timely opportunity to investigate the inclusion of other potential sites and locations which had been put forward during the Preferred Options consultation period and the 'call for sites' when site suggestions of various kinds were made by landowners, developers, other organisations and members of the public.

2.3 A list of fourteen major development opportunities, as contenders for being designated Strategic Sites or Locations (including all those from the Preferred Core Strategy), was produced. All the sites were then subjected to a criteria-based assessment which was developed to consider the attributes of all site suggestions and will subsequently be used to inform the selection of development sites for the forthcoming Site Allocations DPDs.

2.4 A brief introduction and overview of each site assessed is set out below so as to provide the context for this work. A map displaying their locations can be found at Appendix 1.

Buckshaw Village (Chorley and South Ribble)

2.5 Following allocation as a proposed urban village in both the South Ribble and Chorley Local Plans Buckshaw Village is already partly built and development is continuing on this 300 hectare (ha) site that spans the boundary between South Ribble and Chorley boroughs, just to the north east of Euxton. It is on the site of a former Royal Ordnance munitions factory which started to cease its operations in the 1990s. This large regeneration scheme will ultimately house up to 8,000 people in a sustainable urban village. As part of the mixed use development, those parts now known as Matrix Park and the Revolution are being developed to create a substantial range of employment premises with a total site area of over 100ha in the area. The NWDA agreed with South Ribble and Chorley that Buckshaw will; accommodate quality indigenous growth and inward investment; make provision for generic manufacturing and knowledge based industry; and accommodate some high quality strategic distribution uses. A supermarket and primary school have been built on the site, a health centre is proposed. A railway station with park and ride facilities and a bus interchange is due to open on the Preston – Manchester line in autumn 2011.

Cottam (Preston)

2.6 This potential site comprises mostly greenfield land to the north west of Preston's city centre, but also includes the derelict previously developed Cottam Brickworks site. The total land area amounts to about 60ha. The greenfield land, known as Cottam Hall, is owned by the Homes and Communities Agency (HCA) and forms part of a larger Central Lancashire New Town urban extension that commenced in the 1980s but is only about half complete. A draft masterplan has

been produced for the Cottam Hall site. The HCA intend to submit a full planning application for the first part (part K) this year with an outline application following for the remainder of the area, probably by early 2012. Preston City Council has adopted an Interim Planning Statement in support of the redevelopment of the nearby Brickworks site for a mix of uses including retail, residential and employment. It is anticipated that around 1300 homes could be provided across the Brickworks and Cottam Hall sites.

Cuerden (South Ribble)

- 2.7 This site sits between Leyland, Lostock Hall and Bamber Bridge, and is adjacent to the western terminus of the M65 motorway. The land is currently allocated in the South Ribble Local Plan under Policy EMP2 as a Major Inward Investment Site for high technology industrial and business development and is part of a wider area known as Lancashire Central. The majority of the site is owned by the HCA, the site comprises 65 ha of land, currently in agricultural use. This site presents the opportunity to; accommodate a high quality development including high quality generic manufacturing uses; develop links with the aerospace industry in Lancashire; and, makes some provision for knowledge based industries and other appropriate uses. In partnership with Lancashire County Council, South Ribble Borough Council, the HCA and the NWDA procured a revised masterplan and delivery plan for the project in 2010. This collaboration (now without the NWDA) continues to develop the project through a stakeholder group.

Botany / Great Knowley (Chorley)

- 2.8 This comprises two areas of land, either side of the Leeds and Liverpool Canal, located adjacent to junction 8 of the M61 motorway. The land was allocated under Policy EM1 of the Chorley Borough Local Plan Review for employment purposes and was also favoured for employment use in the Preferred Core Strategy. The combined site covers about 20 hectares. Chorley Council has produced a development brief for the site east of the canal.

Former Whittingham Hospital (Preston)

- 2.9 This 81ha site is situated to the north east of Preston on the edge of the village of Goosnargh. It contains a number of redundant buildings which formerly constituted a residential mental health facility which closed in the early 1990s. The site was part of the former English Partnerships (now part of the HCA) 'Hospital Sites Programme' which aimed to regenerate redundant and derelict hospital sites into new sustainable communities. Following the grant of planning permission house builders Taylor Wimpey were appointed as the developer and obtained planning permission in 2008 for a mixed use scheme comprising of up to 650 dwellings, 9,000 square metres of office space, and other community facilities. A planning condition limits the number of houses that can be built prior to the commencement of the Broughton Bypass.

BAE Systems Samlesbury (South Ribble and Ribble Valley)

- 2.10 British Aerospace (BAE) Systems currently occupies the majority of this site which is to the east of Preston, it crosses the South Ribble boundary with Ribble Valley District. It is a large site of 143ha which for many years has been used for aircraft manufacturing and testing. Policy EMP8 ('Land at Samlesbury Aerodrome') of the South Ribble Local Plan, permits the site to be developed for aerospace related development, enabling a degree of flexibility to BAE Systems operations and allowing a reasonable area in which developments related to the Company's activities are capable of taking place. Outline planning permissions and associated Reserved Matters applications have been approved since 2007 for the comprehensive re-development of the site including industrial, offices and ancillary developments. Many of the planning permissions have been implemented, resulting in the construction of an iconic reception building and vibrant new offices. The North West Regional Development Agency recognised the site as a nationally significant concentration of aerospace research and manufacturing and agreed with

South Ribble Borough Council that the site would provide the opportunity to develop an internationally important centre for; aerospace and advanced manufacturing; sector specific research, skills development and training; related research and development; and be specialist suppliers.

Moss Side Test Track (South Ribble)

2.11 The former Test Track is located on the north west side of Leyland. The site adjoins a residential area to the south known as Moss Side, to the east by the Moss Side Employment Area and to the north by a small number of residential properties forming the village of Midge Hall. The development site covers an area of 54ha, incorporating the Test Track facility owned by Pilgrim Technology (comprising 39ha), in addition to land surrounding the site owned by South Ribble Borough Council (14 ha). The former Test Track, opened in the 1970s and was used by Leyland Motors to trial prototype and production vehicles on a series of different road surfaces. Following the disposal of Leyland DAF Limited, Pilgrim Technologies retained the freehold ownership of the Test Track. The South Ribble Local Plan anticipated the cessation of use of the site and recognised its suitability for mixed use re-development under Policy EMP6. A Development Brief was prepared and adopted for development control purposes in 2010. This provides an overall framework for the future re-development of the Test Track. The Brief anticipates mixed use development of the site comprising employment and residential uses, a neighbourhood centre, public open space and recreation.

Land South of Penwortham and North of Farington Strategic Location - (South Ribble)

2.12 Land to the south of Penwortham and north of Farington Strategic Location comprises of approximately 145 hectares of developable greenfield land. This is a broad area of search to the south of Kingsfold which stretches southwards to the household waste recycling centre at Farington, and is bounded to the west by the A582 and to the east by the West Coast Main Line and beyond by Tardy Gate District Centre.

A large part of the land, South of Penwortham and North of Farington, is designated as Safeguarded Land (reserved for possible long term development) on the Proposals Map in the South Ribble Local Plan. A large proportion of the land is owned by the Homes and Communities Agency (HCA). A draft Development Statement has been produced by Taylor Wimpey, on the land in the northern part of the site, i.e. south of Kingsfold. The HCA has also prepared promotional documentation on the land in the southern part of the area to give early indications that the land is deliverable and development is achievable.

The area is well located in relation to employment opportunities at Cuerden Strategic Site and at the existing Business Parks in Farington and at Moss Side. Development of the strategic location will be dependent on the provision of infrastructure to ensure a sustainable development.

The Strategic Location has the potential to provide approximately 4000 dwellings. Development is unlikely to be completed before the end of the plan period (2026). In terms of infrastructure, in addition to the transport related requirements, a primary school and a medical centre will be needed as well as improvements to local infrastructure. The South Ribble Site Allocations DPD will identify the amount of land to be brought forward within the Strategic Location in the Plan period and the appropriate phasing for the release of this land. It will also indicate land that will continue to be safeguarded for development needs beyond the plan period.

Tithebarn Regeneration Area (Preston)

2.13 The Tithebarn Regeneration Area (TRA) is located in the north eastern quarter of Preston city centre. A Supplementary Planning Document for the TRA was adopted in 2008. The TRA is the focus of Preston's principal city centre regeneration proposal the Tithebarn scheme, for which a

planning application was submitted in September 2008. The scheme covers 15ha and proposes mixed use development, including retail, leisure, office space, a hotel, plus 500 apartments, and will also require the relocation of the bus station. The City Council was minded to approve the planning application in July 2009, subject to its referral to the Secretary of State. The Secretary of State subsequently called in the application, and a public inquiry was held in May/June 2010. The Secretary of State's decision on the 23 November 2010 was that the application should be granted planning permission. This decision was subsequently challenged in the High Court and is subject to a judicial review.

Inner East Preston (Preston)

- 2.14 A specific boundary has not been defined for the Inner East Preston area but in general terms it lies to the east of Preston city centre and spans the New Hall Lane and Ribbleton Lane corridors, as far east as the Inner Ring Road (Blackpool Road). It includes the majority of St Matthews ward, and the northern built up part of the Fishwick ward. This area is characterised by high levels of deprivation and is in need of major housing renewal. There are a number of development opportunities and potential sites within the area but there is no overall development strategy at present. The area requires a comprehensive regeneration effort so as to address the numerous issues.

North West Preston

- 2.15 This is a broad sweep of greenfield land south of the M55 stretching from west of the Cottam area (Sidgreaves Lane) eastwards to the areas known as Bartle (north of Hoyles Lane / Lightfoot Lane, south of the M55 and south of Bartle Lane), and extending east of the West Coast Main Line and A6 to incorporate land north of Eastway / south of the M55, either side of D'Urton Lane.

During the call for sites, numerous parcels of land in this area were put forward for consideration for residential or mixed-use development and therefore the boundary for a site as a whole is indeterminate. These various site suggestions in the area total about 250 ha of land, sufficient to accommodate over 3000 homes depending upon the density of the development and the land required for open space, social facilities and other infrastructure.

For the purposes of the assessment, the location has been divided into two parts; one to the west of the A6, and one to the east of the A6. It makes sense to assess the accessibility and other characteristics of these areas separately because the size and shape of the location.

New Central Business District for Preston (Preston)

- 2.16 This site is situated in Preston city centre close to the railway station and university. It would best suit being developed for employment uses. It is the focus of a regeneration initiative looking to improve Preston's office accommodation offer. It is a highly accessible location and presents an opportunity to attract major knowledge-based inward investment into the city. A Supplementary Planning Document went out for consultation early 2011 and anticipated to be adopted in April 2011.

Park Hall/Camelot (Chorley)

- 2.17 This site is located to the south west of Chorley Town, just west of the Charnock Richard services on the M6 motorway. The Park Hall/Camelot land is identified as a Major Developed Site in the Green Belt under Policy DC6 of the Chorley Borough Local Plan Review which permits redevelopment provided strict safeguards are met and the openness of the Green Belt is maintained. The Camelot theme park owners announced in 2008 that the attraction would close. However, it has opened each summer season since then. The Park Hall part of the site includes hotel, conference and leisure club facilities. The site owners are keen to see the site redeveloped

for residential and leisure uses and contend that the site could accommodate over 500 dwellings and various community and leisure facilities.

3 Site Assessment Method

Attributes and Locational Criteria

- 3.1 A number of criteria were used to create a framework for assessing the contender sites. These criteria were compiled from those used in the Strategic Housing Land Availability Assessment (SHLAA) site assessment work, as well as those that are being used to assess all the site suggestions that have been submitted from the call for sites. It must be stressed at this point that this empirical assessment, although providing a good quantifiable basis for comparing the sites, does not provide a complete justification for deciding what to do in policy terms for each. In addition there is a need to refer to other material considerations. These are set out later in this section.
- 3.2 A spreadsheet was created for 'existing' (those favoured in the Preferred Core Strategy) and potential Strategic Sites and Locations, listing all the above criteria. It was then completed using data from a variety of sources, including the SHLAA database, MapZone (Lancashire County Council's interactive mapping facility) and previous site assessment work. The spreadsheet for the 'existing' Strategic Sites can be viewed at Appendix 2, and the spreadsheet for the other sites assessed is located in Appendix 3.
- 3.3 The list of criteria used for assessing site suggestions includes numerous accessibility factors such as distances to educational, health and transport facilities. Geographical Information Systems (GIS) and transport accessibility software were used to produce accessibility information for each site, by providing distances along highways rather than 'as the crow flies' distances.
- 3.4 The distances were categorised into bands as to make data entry and comparison more simplified, these are shown below;

Distance					
Bus Stop Cycle Route	Up to 0.4km	0.41-0.8km	0.81-1.2km	1.21-1.6km	>1.61km
Supermarket Local convenience store Post office GP surgery Employment site Primary school Railway station Public open space/park Motorway junction A road junction Local centre Service centre	Up to 0.4km	0.41-0.8km	0.81-1.6km	1.61-3km	>3km
Secondary school Further/ Higher Education	Up to 0.8km	0.81-1.6km	1.61-2.4km	2.41-3.2km	3.21-5km
NHS General Hospital	Up to 2km	2.1-5km	5.1-10km	>10km	
Rail service frequency (if under 3km)	Less than hourly	hourly	2-3/hr per direction	4+/hr per direction	
Bus service frequency (if under 1.6km)	none	<1/hr	1 per hour	2-5/hr	6+/hr

Table 2: Distance categories used in accessibility assessment

- 3.5 Once all the results had been inputted into the spreadsheet it was necessary to compare the accessibility of all the existing and potential Strategic Sites/Locations and therefore a simple scoring system was devised.
- 3.6 The maximum score possible for each criterion was 5 and this was awarded when the distance between the site and the specified service was in the lowest category. Sites that were furthest away were awarded a 1, and those in between were given a score between 2 and 4 depending

on which category of distance applied in each case. A 'traffic light' system was also applied whereby each cell in the spreadsheet was shaded in red, orange, yellow or green depending on its score in order to visually enhance the sheet and to make the differences between the range of sites more apparent.

3.7 Table 3 illustrates the scoring criteria that were used as a method to compare each site. Obviously this is a simple and somewhat crude system; however it was used as a starting point to be considered alongside the other factors introduced later in this section.

KEY	Distance Categories				
	Closest 5	4	3	2	Furthest 1
NHS general hospital	up to 2km	2.1 – 5km		5.1 – 10km	over 10km
City/town centre	Within		Edge		Outside
Secondary school, Further/ Higher Education	up to 0.8km	0.81 – 1.6km	1.61 – 2.4km 2.41 – 3.2km	3.21 – 5km	over 5km
Bus stop, cycle route	up to 0.4km	0.41 – 0.8km	0.81 – 1.2km	1.21 – 1.6km	over 1.6km
All other facilities	up to 0.4km	0.41 – 0.8km	0.81 – 1.6km	1.61 – 3km	over 3km

Table 3: Scoring System

- 3.8 The spreadsheets displaying the scores for each site are reproduced in Appendix 4.
- 3.9 At first glance, it appears that the 'existing' Strategic Sites, as suggested in the Preferred Core Strategy, do not fare particularly well compared with the additional potential sites. However these scores do not take account of numerous issues which could alter the relative suitability of each site as a location for strategic growth and development.
- 3.10 Firstly, particularly in the case of Buckshaw Village, whilst the location may not score well on all counts at present in terms of distances to various services, due to its size, the development will actually provide numerous services on site thus resulting in close proximity to facilities such as a railway station in the near future. Therefore in assessing sites it is more logical to take account of the proposed services that will with a high degree of probability be present when the site is further advanced, in order to give a true representation of the site's potential. This is also true of the potential site/location at Cottam which scores poorly in its present state, but has proposals for a supermarket and employment site amongst other facilities. The planned development at the former Whittingham Hospital also includes proposals for a employment site and public open space, which are not reflected in its current score. However in all these cases the likelihood of these additional facilities actually being provided also needs to be taken into account. These issues will be taken into account in the Discussion section (4) of the report where further analysis of each site takes place.
- 3.11 All the factors in the accessibility assessment have been given equal weighting and simply scored from 1 to 5. Whilst this gives an initial picture of the transport accessibility of the sites, it is unlikely in practice that all of the factors are of equal importance in determining the suitability of a location for a strategic site. For example access to efficient public transport may be viewed as more favourable than proximity to motorways and A roads, which will further encourage the use of private cars rather than sustainable transport methods. It is therefore not appropriate to calculate overall total scores for each site.
- 3.12 The information collated into the spreadsheets in Appendices 2, 3 and 4 forms a key component of the evidence base for the Strategic Sites and Locations assessment work, and informed the further discussion of each site's potential, which can be found in section 4 of this report.

Infrastructure Requirements

3.13 The requirements to service each potential site with physical, social and green infrastructure has been considered as part of a wider dialogue with service provider agencies. The results of this work are brought together in a separate Infrastructure Delivery Schedule produced to support the Core Strategy. Account has been taken of existing infrastructure capacity and what additional capacity would be needed to service each site given the types, scale and likely timescale of possible development capable of being physically accommodated.

Impact on Core Strategy Vision and Strategic Objectives

3.14 Minor changes are proposed to certain Strategic Objectives of the Core Strategy. The Vision and the Publication Strategic Objectives are reproduced in Appendix 5. Although the recent recession has dampened demand, the Central Lancashire area remains a location that has significant growth potential. The local economy is well placed to respond to improving conditions after the recession with its high proportion of growth sector industries. There is also considerable scope to address many years of under investment in the highly accessible Preston city centre as well as help resolve nearby areas of deprivation in the City. The scope to marry economic opportunity and need also exists elsewhere across the plan area. Although future housing delivery expectations have reduced across Central Lancashire, there remains a significant requirement for new housing overall as well as a particular need for affordable homes; a substantial amount of employment development is also required.

3.15 The potential Strategic Sites and Locations have been assessed in terms of their scope to contribute to meeting these key strategic objectives of the Core Strategy.

Delivery Timescale

3.16 The Core Strategy plan period is to 2026. This can be split in to the following phases;

- Early – up to 2016
- Mid – 2016 – 2021
- Late – 2021 -2026

3.17 Although it is proposed to provide for the whole plan period in terms of Core Strategy policies and specific proposals, there will inevitably be less certainty about the development that could be delivered in the later phases. It is particularly important to ensure quick recovery from the recession by having more easily delivered firm proposals for the early phase so it is likely strategic proposals for this phase will be on previously identified/part implemented sites that would benefit from their development plan status being at least re-confirmed if not enhanced. However these must be truly deliverable proposals and not long hoped for unrealistic aspirations.

3.18 The factors affecting delivery are wide ranging but include the following;

- physical site constraints
- existing planning status and current progress on briefing/master planning
- investment prospects /marketability/economic viability
- infrastructure requirements
- site availability, including ownership

However the fundamental question to ask in the context of this work is would the designation of the land as a Strategic Site or Location assist with development delivery?

4 Discussion

4.1 This section presents a discussion of the key findings of the assessment for each site in turn.

4.2 Buckshaw Village (Chorley and South Ribble)

- i) *Site Attributes and Location:* The site is brownfield and is located on the edge of the Urban Local Service Centre of Euxton. The site is 300ha. There are two biological heritage sites within the south west portion (Group 1) of the site (Buckshaw Wood and Worden Wood), however these will be protected and retained within the new development. There are also two listed buildings on the site which are both Grade II*; Worden Hall and Buckshaw Hall, both of which are being restored as part of the development. As a former armaments site there is ground contamination but remediation works are complete on most of the site and ongoing on the remainder. The transport accessibility scores are high, taking account of recently completed and well advance planned schemes.
- ii) *Infrastructure Requirements:* A new railway station with a park and ride facility is fully funded, designed and approved. It is due to open in the autumn of 2011. Associated with this is a proposed bus interchange which will improve the sustainable transport choice for residents and for people commuting to and from the site. Additionally a bus route connecting Chorley, Buckshaw, Leyland and Preston has been identified to receive funding in order to improve the services provided. Improvements to wastewater treatment works and for an increased electricity demand have also been addressed. Due to the large scale of the development at Buckshaw Village, demand for community facilities is high and a one form entry primary school opened in January 2011. There is a potential need for another as part of the second phase of development. A supermarket has been built and a public health centre will also be provided on the site (currently a GP surgery is provided in the retirement village development on the site). Strategic Green Infrastructure provision is well advanced.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Originally identified as a North West Regional Investment Site the scale of the site means that Buckshaw will continue to be able to contribute very significantly to growth needs through housing (over 2000 units) and employment provision. The case to continue to regenerate this brownfield site in this central location is well established and is preferable to sites that are more peripheral and/or greenfield.
- iv) *Delivery timescale:* There is already considerable public and private sector investment in the site. However the take-up of employment premises stalled during the recession but occupier interest is now picking up. Proposing the site as a strategic one would help to reassure investors that it continues to be a high priority for development. Numerous residential planning permissions are currently being implemented on the site, and outline planning approval has been given for the mixed use development of a second (final) phase (Group 1) and site clearance is now well underway. Even with full strategic policy backing development of Buckshaw Village will take many more years to complete taking it in to the 2016-2021 the mid phase of the Core Strategy.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE by virtue of its potential to further significantly contribute to Chorley and South Ribble's housing and employment provision requirements.

4.3 Cottam (Preston)

- i) *Site Attributes and Location:* The site is mostly greenfield land (at Cottam Hall) on the edge of the main Preston urban area, but also comprises of the previously developed Brickworks site within the urban area. There are areas of ecological value within the site. Public transport provision is

satisfactory at present but with development generated demand significant improvements would be likely to be commercially sustainable in the long term. Access to local services would be greatly improved with development of the Brickworks site and the proposed provision of a new District Centre.

- ii) *Infrastructure Requirements:* Prospective developers of this site will be expected to financially support a Preston-Cottam bus service to promote sustainable travel in to the city centre and aim to reduce any further traffic congestion. A suggested new railway station at Cottam is proposed although the full feasibility of this needs to be proven and development of the site is not dependent on the station. United Utilities have identified that investment in water infrastructure in the area would be required in order to support large scale development in this location. The County Council has reserved two primary school sites in the area for likely future need. The Central Lancashire NHS Primary Care Trust has also identified the potential to extend the current health facility at Ingol to support a development of this size, this would need to be funded through developer contributions. The development opportunity can utilise the infrastructure provided as part of the former New Town proposals, although this would need to be supplemented.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The Cottam Hall site represents an opportunity to build a strong sustainable community within a high quality green environment. The site would make a major contribution to Preston's housing requirements. The employment and services proposed for the Brickworks site would also serve nearby areas where worklessness is an issue.
- iv) *Delivery Timescale:* There has already been considerable public and private sector investment in the site to date. Designating the site as strategic would help to reassure investors that the site is regarded as a top priority. Retail proposals for the Brickworks site are the subject of a current planning application. The Strategic Housing Land Availability Assessment anticipates that residential development will commence in the early phase of the plan period (up 2016) and continue throughout the mid phase (2016 – 2021), and conclude in the late phase (2021 – 2026).

Recommendation: THIS IS A SITE OF STRATEGIC SIGNIFICANCE by virtue of its ability to significantly contribute to Preston's housing requirements.

4.4 Cuerden (South Ribble)

- i) *Site Attributes and Location:* The Cuerden site lies right at the centre of Central Lancashire between Leyland and Preston. It has excellent road access from the nearby M6 junction 29 / M61 / junction 1A M65 interchange and a good network of public transport nearby. The Lostock Lane A582 dual carriageway runs across the northern site boundary, Stanifield Lane A5083 along the west, and Wigan Road A49 to the east. Nearby, there are recent retail and employment development uses with further such construction at South Rings between the M65 and Lostock Lane, and there are retail and leisure services north of Lostock Lane; all help to create a critical mass of commercial activity. However employment development would also sit within a green setting that is likely to be attractive to promoters of high quality investment. Cuerden Valley Park lies to the east with a nearby area of mixed woodland close to Wigan Road.
- ii) *Infrastructure Requirements:* A master-plan has reviewed site access and servicing constraints through consultations with all the relevant agencies. The options proposed include sustainable travel and services to meet the needs of business investors. The challenge is to realise a sustainable development opportunity at Cuerden that supports local regeneration in Leyland and sub-regional growth and at the same time contributes to wider regional and even national objectives. There can be little doubt of the site's potential, by virtue of accessibility and location in the midst of a skilled population, to attract investment and development on a significant scale, and occupation by high profile international organisations. The site will be served by public transport, walking and cycling routes as well as having excellent road and freight links. Its central

location is deemed sustainable and the buildings which occupy it must also have the minimum impact on the environment that they reasonably can.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Cuerden is one of a select few of strategically significant employment sites to be prioritised by Government agencies and local partners for investment to generate economic growth through knowledge based and high growth businesses in Central Lancashire. The importance of the Cuerden site is confirmed by its retained status as one of 25 Strategic Regional Investment Sites (RIS) for the North West, determined by the Northwest Regional Development Agency (NWDA) to be 'those employment sites which are critical to the delivery of the Regional Economic Strategy'. This is in recognition of the sites positioning central both in geographical terms and also in relation to the sub-regional economy.
- iv) *Delivery Timescale:* The site has not been developed yet due to its planning status being historically restricted to major (one or two users) regional inward investment and also because of the requirement for significant initial infrastructure to enable development to take place. Partners (including the HCA) have revised the master-plan to bring the site forward through phased development that is not limited to major commercial space users.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE by virtue of its potential to contribute to delivery growth industry employment development.

4.5 **Botany / Great Knowley** (Chorley)

- i) *Site Attributes and Location:* This is a predominantly greenfield land on the edge of the Chorley urban area, partly used as a temporary car park, partly developed, and to the east of the canal, in agricultural use. There are no particular environmental constraints although it is a visually prominent site necessitating well designed development that takes account of the waterfront potential of the canal. Part of the site is also sloping which may increase development costs. Access to the road network including junction 8 of the M61 motorway is good. Although served by a nearby bus route, the current frequency of the bus service is low. Access to local services and education facilities is not good, but the site is most suitable for employment uses.
- ii) *Infrastructure Requirements:* Development of this land would require investment in public utilities including wastewater treatment and electricity provision. Although poorly served by public transport at present and there are opportunities to include the site within the nearby network of town bus services.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* Its impact on the Core Strategy Vision is confined to the provision of good jobs of more local rather than regional significance because of its size. It may marry opportunity and need by providing employment opportunities close to east Chorley, where there is relatively high worklessness. Development of the site for employment purposes would therefore be important but not central to the achievement of the Strategy.
- iv) *Delivery Timescale:* There are no particular constraints to development of this land, although it is in multiple ownership and local site access would require a new road bridge across the canal. A planning application has been given approval subject to the signing of a S106 agreement relating to the development of part of the site; however its identification as a Strategic Site is not considered to be essential in securing delivery.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE. It remains an important employment opportunity to be considered in the Site Allocations work.

4.6 Former Whittingham Hospital Site (Preston)

- i) *Site Attributes and Location:* This is a predominantly brownfield site in a rural setting. The permitted scheme should retain much of the site's wooded landscape. However the site does not score well on accessibility criteria due to its outlying location although bus service frequencies and key service provision would improve once houses were built and occupied.
- ii) *Infrastructure Requirements:* There is a long history of traffic congestion on the road network in the vicinity of the Whittingham site. A condition of the planning permission for the development of the site is a requirement for a developer contribution towards the cost of provision of the Broughton by-pass. Improvements to the traffic signals at Broughton Crossroads have been implemented.. A need for additional primary school places as part of new development has also been identified, and numerous recreational facilities would also need to be provided.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site does not contribute directly to the achievement of the Core Strategy Vision. The site has relatively poor access to services reflective of its location well outside the Preston and South Ribble Urban Area - the main spatial focus on the Core Strategy. However implementation of the current proposals would bring about the regeneration of an unused brownfield site, and would contribute towards meeting a local need for affordable housing as well as significantly providing for the wider requirements for market housing.
- iv) *Delivery Timescale:* The HCA owns the site with a selected preferred developer, who subsequently secured a planning permission. Although the site is capable of meeting housing needs in the short term, it is not considered that its identification in the Core Strategy as a Strategic Site would make this delivery more certain. This site is expected to be completed over the Core Strategy plan period (by 2023/24).

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE. It remains an important site for meeting Preston's housing requirements.

4.7 BAE Systems Samlesbury (South Ribble and Ribble Valley)

- i) *Site Attributes and Location:* This is a large brownfield site, which is currently the subject of major office development for the aerospace industry and associated businesses. The adjacent runways (outside the site) are located within the Green Belt and the site, has long been known as a significant breeding site for Lapwing. A Biological Heritage Site (BHS) was defined to coincide with the management plan (2009-2012) as per the approval condition of planning permission (07/0092/2009). A significant part of the management plan area has now been developed or has planning consent. Public transport access is good as the site is located on the A59, new bus stops have been installed, together with new cycle ways and the adoption of a Green Travel Plan all following the granting of outline planning permission for major office developments in 2007.
- ii) *Infrastructure Requirements:* BAE Systems Samlesbury is a regionally significant employment site, and major improvements have been made to the site's access and currently improvements are being made to the highway junctions in the vicinity. The ongoing expansion of the offices at the site and the increase in the number of employees has resulted in the implementation of a range of sustainable transport choices for commuters to the site from increased numbers of buses to people cycling to work. Lancashire County Council as the Highway Authority has identified a bus route between Preston and Samlesbury which will receive funding to further enhance the service available. A park and ride facility is proposed at Junction 31 (Tickled Trout) of the M6, which is mainly intended to serve Preston but could also link with Samlesbury-connecting bus services to the east.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site has a major part to play in contributing to the Spatial Vision that is set out in the Core Strategy, in terms of the potential for economic growth and as a key employment generator in hi-technology cutting edge industries. In the last three years, the re-development of the site has resulted in the marriage of local opportunity with wider need, by attracting additional high skilled employees from across Lancashire. The site has been recognised as being of regional significance a priority location for knowledge-based development and advanced engineering associated with the aerospace industry. Additional development clustering around the BAE Systems core business would expand on this potential.
- iv) *Delivery Timescale:* The designation of the site as a Strategic Site should help give developers the confidence to invest and therefore enhance delivery. BAE Systems initial aspirations for the site have been achieved by the granting of outline planning permission and subsequent detailed approval for four key parcels of land for development on the site, amounting to a total floor-space of nearly 100,000 square metres, comprising of industrial, office and ancillary uses. Major re-development on the site has already commenced and it is hoped that this can continue in the early to mid phases of the plan period.

Recommendation: THIS IS A SITE OF STRATEGIC SIGNIFICANCE by virtue of its economic importance.

4.8 Moss Side Test Track (South Ribble)

- i) *Site Attributes and Location:* Development will involve the demolition of existing structures. There is likely to be ground contamination, but there are no other known environmental constraints. There are a number of ponds on the site; however a great crested newt survey did not reveal the presence of this species in the area. The site is located on the edge of the urban centre of Leyland. The site does not score particularly well at present against the accessibility criteria however a number of facilities would be provided for in a neighbourhood centre on the site, as outlined in the adopted development brief (summer 2010).
- ii) *Infrastructure Requirements:* There are long term future aspirations for a new railway station at Midge Hall which could help serve site. There are constraints on highway capacity and the motorway network in the Leyland area which will need to be taken into consideration if this large site is developed. Investment in local bus services would also be required, under a scheme named the 'Leyland Transport Hub', and developers would be required to contribute towards this. There are also public utilities capacity issues in the vicinity of the site which have been identified by United Utilities, in particular at the Leyland Wastewater Treatment Works. The adopted development brief also points out that a need for an additional electricity substation may arise depending upon the size of the new development. The requirement for health surgeries and associated needs would also need assessing if this site is to be brought forward.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site would contribute to the provision of jobs and homes in Leyland making it important locally but it is not considered central to the achievement of the Strategy.
- iv) *Delivery Timescale:* Its allocation as a Strategic Site may speed up delivery by providing developer confidence and perhaps attracting funding. At present there have not been any planning applications submitted relating to the redevelopment of the site. It is nevertheless anticipated that development of the site will begin in the early phase of the plan period, and would continue into the mid and late phases.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE but has the potential to be a site of local importance for housing and/or employment use.

4.9 Land South of Penwortham and North of Farington Strategic Location (South Ribble)

- i) *Locational Attributes:* The area of land located within the Strategic Location is predominantly greenfield land, but it is currently in agricultural use, and no particular environmental constraints have been identified. Access to public transport is good, with moderate access to local services and education facilities although school places capacity is limited.
- ii) *Infrastructure Requirements:* Any significant development of the Strategic Location is dependent upon the delivery of the Cross Borough Link Road, the western end of which is intended to link the A582 (Penwortham Way) with the B5254 (Leyland Road). The link road was first proposed as part of the Central Lancashire New Town, and the section which could dissect the Strategic Location would form the last major remaining part. A new road bridge crossing over the West Coast Main Line Railway would need to be constructed; and this would require substantial funding. Developer contributions for transport infrastructure will be essential. There are other highway improvements planned for the surrounding area which aim to increase capacity and reduce congestion levels. There are proposals to improve links and junctions on the A582 which runs along the western boundary of the Strategic Location, and also proposals to turn parts of it into a dual carriageway. A priority bus route has been identified which connects Preston, Tardy Gate and Moss Side and this is a priority for receiving funding to improve sustainable travel options in the area. A park and ride facility could be included within the Strategic Location.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* This Strategic Location could make a major contribution to growth and investment through the provision of sustainable homes and jobs in a high quality environment. It is well located in relation to the main spatial focus of the Core Strategy to the Preston and South Ribble Urban Area.
- iv) *Delivery Timescale:* Inclusion as a broad Strategic Location will help to speed up its delivery and ensure delivery of a comprehensive development. It will also secure funding for infrastructure, in particular the Cross Borough Link Road. The timescale is dependent on infrastructure delivery and it is anticipated that development could commence in the early phase of the plan period (2010-2016), but continuing into the mid and late phases and beyond.

Recommendation: THIS LOCATION IS OF STRATEGIC SIGNIFICANCE by virtue of its ability to significantly contribute to South Ribble's infrastructure and housing requirements.

4.10 Tithebarn Regeneration Area (Preston)

- i) *Site Attributes and Location:* Commercial uses are currently predominant in this city centre location. There are a number of listed buildings in the regeneration area as well as the Market Place Conservation Area and these will need to be considered in the redevelopment. Access to public transport and services is good due to the city centre location, and it is anticipated that Preston's public transport service could be improved with the relocation of the bus station and the provision of a modern facility.
- ii) *Infrastructure Requirements:* As part of the Tithebarn regeneration scheme, the bus station would be relocated probably to a site off Church Street and this would require funding from a variety of sources. A new free shuttle bus service to serve the city centre is also planned and would require developer funding. There is also a need to upgrade urban traffic management and control, and there are a number of schemes within the CIVITAS ClearZone project which have not yet been implemented. There are also additional transport projects to be completed in association with the Tithebarn regeneration including a new Ringway/Carlisle Street junction and improved pedestrian and cyclist facilities at Ringway junctions. Public realm improvements are also planned, including improvements to the cenotaph/market square and the partial pedestrianisation of Lancaster Road. Lancashire County Council are planning an additional Youth Support Unit which may be located within the Tithebarn Regeneration Area.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The opportunity to regenerate this area goes to the heart of transforming Preston city centre by providing the much needed increase in quality retail floorspace and so help Preston achieve its sub-regional shopping potential. It also seeks to marry opportunity and need: the proposals should lead to the physical regeneration of the area, and also create jobs and attract further investment. This could be of particular benefit to residents of the adjacent deprived Inner East Preston area. As a city centre scheme, it would utilise existing infrastructure although additional investment would also be required (the development of a new bus station, for example).
- iv) *Delivery Timescale:* The identification of the area as part of a Central Preston Strategic Location in the Core Strategy would help to attract developer interest, particularly in that part of the area which is not included in the current planning application scheme.

Recommendation: THIS SITE IS OF STRATEGIC SIGNIFICANCE because of its major retail led regeneration potential.

4.11 Inner East Preston (Preston)

- i) *Site Attributes and Location:* This is a large and complex urban area that is densely developed in the main by old buildings. There may be contamination of some industrial sites, and there are some listed buildings. Access to public transport and local services is good due to the area's inner city location.
- ii) *Infrastructure Requirements:* A number of the primary schools in Inner East Preston are operating at full capacity due to increasing birth rates therefore this will have to be dealt with if additional housing is built in the area. Additionally a number of the schools are currently on cramped sites with little outdoor recreational space.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The regeneration of this area is an important component of measures aimed at addressing the worst levels of deprivation in Central Lancashire. Such development would be complementary with the nearby Tithebarn area proposals as together they could marry economic opportunity with the very evident needs of the area, and would also seek to make the best use of existing infrastructure.
- iv) *Delivery Timescale:* Identification of the area as part of as a Strategic Location would help co-ordinate efforts to regenerate this area, and may help to attract public and private sector funding. There have been a few planning applications for small parcels of land within the identified Inner East area therefore it is expected that some housing will be delivered in the early phase of the plan period, however there is no overall development strategy at present therefore the comprehensive redevelopment of the area would take place in the longer term the mid to late phases of the plan period.

Recommendation: THIS LOCATION IS OF STRATEGIC SIGNIFICANCE because of the need and potential to address severe deprivation.

4.12 New Central Business District for Preston (Preston)

- i) *Site Attributes and Location:* An "area of search" has been identified within which there are currently commercial, office and residential uses together with a predominance of surface car parking. The Supplementary Planning Document has identified an appropriate boundary for the proposal and expected floorspace of 175,000m². There may be contamination in some areas, and there are listed buildings. Due to its central location road and public transport access is good, as is access to local services.

- ii) *Infrastructure Requirements:* Highway alterations would be required at the junction of Ringway and Corporation Street in order to facilitate the development of the New Central Business District. A free shuttle bus service is also planned that will serve the proposal along with other areas nearby would require funding from developers in the city centre. A bus interchange is planned at Preston Railway Station, adjacent to the Fishergate Shopping Centre which could also be funded through planning obligations. Development of this site would require upgrades to urban traffic management and control in order to alleviate some of the road congestion in the city centre.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* A high quality office development is integral to Preston becoming an alternative destination to Manchester and Liverpool for business. Emerging research strongly suggests that the development of the New Central Business District is one of a number of key actions for Preston which, if implemented successfully, would lead to Central Lancashire playing a much greater commercial role within the region and locally help marry opportunities with need such as that existing in nearby Inner East Preston.
- iv) *Delivery Timescale:* Identification as part of a Central Preston Strategic Location stretching across the city centre and inner city would help to engender developer confidence in the area. Development of this area ought to occur in the mid phase of the plan period.

Recommendation: THIS LOCATION IS OF STRATEGIC SIGNIFICANCE because of commercial and wider regeneration potential.

4.13 North West Preston (Preston)

- i) *Site Attributes and Location:* The area is primarily in agricultural use. The main environmental constraint is proximity to the motorway, and at the western end the area is crossed by overhead electricity cables. Access to public transport and the road network is good and bus services would be further improved at the eastern end with the implementation of a park and ride facility. There are significant issues with road congestion at the western end of the location. Access to local services and schools is currently mixed, although the potential scale of the development in this area means that additional services would need to be included in any development.
- ii) *Infrastructure Requirements:* In addition to the planned park and ride facility at the eastern end of the location, Lancashire County Council has also identified bus routes between Preston and Broughton as a priority for funding. Highway improvements on the A6 in the vicinity of the M55 motorway junction have been partially implemented to improve the traffic conditions in this congested area of Preston. Development at the eastern end of the location would include a new highway link between Eastway and the proposed Broughton By-Pass which, when completed, will also reduce congestion at the Broughton (M55 junction) roundabout. Proposals have also been put forward for improved local bus schemes and a mini interchange at the Royal Preston Hospital.

To the west of the A6, the constraints on highway capacity and the motorway network mean that a large scale development will need to address these issues. Similarly, a large scale development would need to make provision for additional healthcare, schools provision and other services as appropriate.

- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The scale of this area means that it is able to contribute very significantly to meeting Preston's future housing requirements whilst accommodating associated services. With appropriate infrastructure and service provision, this development can form a sustainable extension to Preston's urban area. The park and ride proposal is important in terms of improving transport provision and addressing other issues.

- iv) *Delivery Timescale:* The identification of this area as a Strategic Location will help to ensure that development takes place in a co-ordinated fashion, through appropriate policies in the emerging Preston Site Allocations and Development Management Policies DPD and associated masterplanning. It is anticipated that 2500 dwellings could be delivered up to 2026. Some of this development could occur in the early part of the plan period, with the rate of development increasing towards the end of the plan period subject to adequate infrastructure provision.

Recommendation: THIS AREA IS OF STRATEGIC IMPORTANCE by virtue of its ability to contribute towards Preston's housing requirements subject to satisfactory transport and other infrastructure provision.

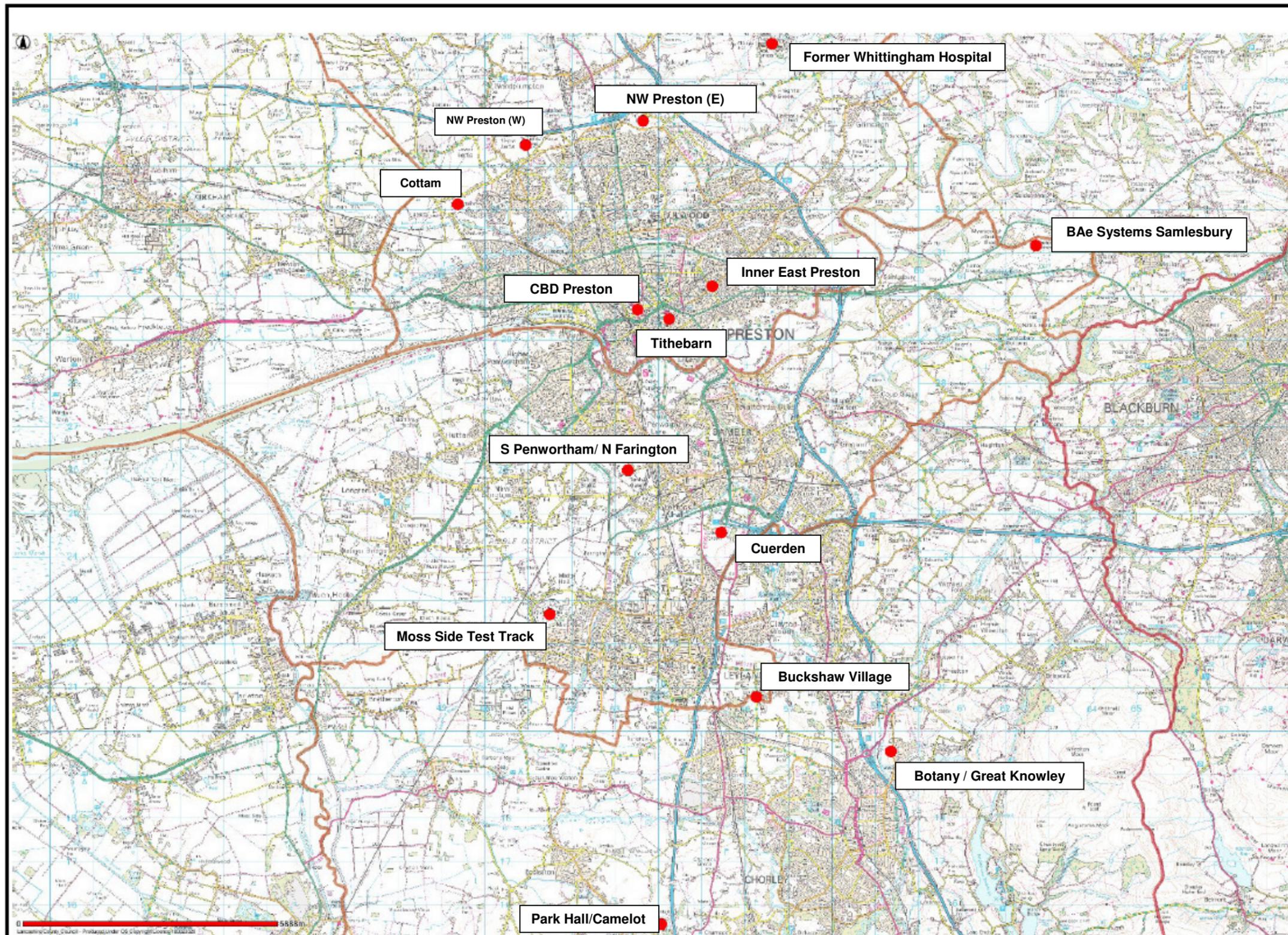
4.14 **Park Hall / Camelot** (Chorley)

- i) *Site Attributes and Location:* The site itself is not well related to any settlement in the area and is located within the Green Belt restricting the scale of any redevelopment to being of no greater impact on openness than that which exists. There are some natural features including ponds within the site and there is also a woodland biological heritage site along the south western boundary. Bus service frequency is currently low, meaning travel to the site heavily relies on private transport modes, and access to local services is also poor due to the site's outlying location.
- ii) *Infrastructure Requirements:* A representation made on behalf of the owners of the site proposes that the site should be redeveloped for mixed uses including leisure attractions and residential. As part of the proposals it is suggested that social infrastructure would be provided in the form of a new village centre, comprising a convenience shop, a primary school, crèche/nursery and a public house. As the site is poorly served by bus services and it is therefore essential that investment would be needed to improve public transport infrastructure in order to try and improve the sustainability of this location.
- iii) *Impact on Core Strategy Vision and Strategic Objectives:* The site does not relate well to the achievement of the Vision. It is located well outside any urban area and even if local services were improved many additional longer distance car trips would still be likely to arise. Its development would not particularly help marry opportunity and need as it is not close to any deprived areas. Whilst some existing infrastructure could be utilised, any new development would require significant new infrastructure and the appropriateness and viability of these improvements remains in doubt. There is no overriding need for this site to come forward to meet housing or any other development need.
- iv) *Delivery Timescale:* Whilst a Strategic Site designation may attract a developer to this site, there is little evidence of when any development could be delivered and given the above, delivery is uncertain.

Recommendation: THIS SITE IS NOT OF STRATEGIC SIGNIFICANCE.

5 Conclusion

- 5.1 In order to justify the allocation of Strategic Sites and Locations in the Core Strategy, a comprehensive assessment of fourteen potential sites was undertaken.
- 5.2 The assessment began with a criteria based appraisal and a scoring system was devised to compare each site's accessibility to key services.
- 5.3 Following that initial appraisal, more detailed consideration of each site's potential was carried out taking into account infrastructure requirements, delivery timescales and the potential fit with the Core Strategy's Vision and Strategic Objectives.
- 5.4 After considering the strategic importance of each site, taking the above factors into account, a final list of Strategic Sites and Locations was arrived at and carried forward into the Publication Core Strategy in line with the recommendations of this assessment;
- 5.5 *Strategic Sites:*
- Buckshaw Village
 - Cuerden
 - BAE Systems, Samlesbury
 - Cottam
- 5.6 *Strategic Locations:*
- Central Preston– including the inter-related sites; Inner East Preston; the new Central Business District for Preston and Tithebarn Regeneration Area
 - North West Preston
 - South of Penwortham and North of Farington
- 5.7 The following sites are not considered strategically significant but some are recommended to be considered further in the Site Allocations Development Plan Documents:
- Botany/Great Knowley
 - Former Whittingham Hospital Site
 - Park Hall/Camelot
 - Moss Side Test Track



LOCATIONS OF ASSESSED SITES



Date: 08/05/2009

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Appendix 2 – Assessment of 'existing' 'strategic sites' named in the Preferred Core Strategy

Site Name	Buckshaw Village	Cottam (includes Cottam brickworks)	Whittingham	Samlesbury	Cuerden	Botany
SHLAA Ref	Numerous sites	PO01 + PEN05	Up2	N/A	N/A	N/A
Local Authority	S Ribble/Chorley	Preston	Preston	South Ribble	South Ribble	Chorley
Ward	Leyland St Ambrose/ Astley and Buckshaw	Lea/Ingol	Preston Rural North	Samlesbury and Walton, Mellor	Farington East	Chorley North East
Current Use	Part developed, residential, employment, brownfield	Residential, agricultural	Disused hospital – brownfield	Aerodrome - brownfield	Agriculture	Vacant land
Site Size	>300 ha	59 ha	81 ha	143ha	65 ha	20 ha
Potential Uses	Mixed use	Housing	Mixed use	Employment	Employment	Employment
Current Planning Policy Status	Allocated Urban Village	Allocated Housing	Allocated Housing.	Allocated Employment	Allocated Employment	Allocated Employment
Planning Permission Status	Mostly permitted	No application	Permitted	Part permitted	No application	Pending application on part
Surrounding Land Areas	Residential, commercial, golf courses, agriculture	Agricultural, residential	Agriculture, village of Goosnargh	Agriculture, small villages and hamlets	Agriculture, residential, commercial, motorway	Agriculture, residential, retail/leisure
Surrounding Area Character	Suburban, countryside	Suburban, agricultural	Countryside, small villages	Countryside, small settlements	Urban fringe	Urban, countryside
Policy Restrictions	Ecology in parts	Ecology, and public open space in parts	None	Ecology on boundary	Part of site - best and most versatile agricultural land	None
Road Access Available	Yes	Yes	Yes	Yes	Yes	Yes
Physical Problems/Restrictions	No	No	No	No	No	No
Potential Impacts	Pond disturbance, biological heritage site	None	Adverse effect on highways - Broughton by-pass	None	None	None
Legal/Ownership Issues	None	None	None	None	Multiple ownership	Multiple ownership
Site suitability for housing	Yes	Yes	Yes	N/A	N/A	N/A
Housing Market Factors	Economically viable, moderate sale value area	Economically viable, high sale value area	Further info required to appraise, high sale value area	N/A	N/A	N/A
Abnormal Cost Factors	Contamination, nature conservation costs	None	Requires demolition of existing buildings, medium risk of remediation	None	None	Canal Bridge
Housing Delivery Factors	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	N/A	N/A	N/A
Considered Developable For Housing (Based on Cost)	Yes	Yes	Yes	N/A	N/A	N/A
Considered Deliverable For Housing (Based on Market Viability)	Yes	Yes	Yes	N/A	N/A	N/A
Achievable for housing within 5 years	Yes	Yes	Yes	N/A	N/A	N/A
Year 1-5 Housing units	1036	500	170	N/A	N/A	N/A
Year 6-10 Housing units	722	400	280	N/A	N/A	N/A
Year 11-15 Housing units	0	400	200	N/A	N/A	N/A
Site Classification	Brownfield	Greenfield/Brownfield	Brownfield	Brownfield	Greenfield	Greenfield
Brownfield Housing Units	4200	200	650	N/A	N/A	N/A
Greenfield Housing Units	0	1100	0	N/A	N/A	N/A
Sloping	No	No	No	No	No	Partly
Natural Significant Features	Some woodland	None	Woodland, pond	None	None	None
Flood Risk	Low	Low	Low	Low	Low	Low
Electricity Pylons Across Site	No	No	No	No	No	No
Development Progress	Partly developed	Not started	Not started	Largely developed	Not started	Not started

Housing Density Classification	Suburban	Suburban	Rural Settlements	N/A	N/A	N/A
Site Name	Buckshaw Village	Cottam	Whittingham	Samlesbury	Cuerden	Botany
Density Range (units per hectare)	30-60	30-40	30-40	N/A	N/A	N/A
Density Multiplier	40	40		N/A	N/A	N/A
Total Potential Housing Unit Capacity	4200	1300	650	N/A	N/A	N/A
Environment						
Greenbelt	Outside (partly bounded by Green Belt)	Outside	Outside	Partly	Outside (partly bounded by Green Belt)	Outside
Major developed site in the Green Belt	Outside	Outside	Outside	Partly	Outside	Outside
Non Green Belt Countryside	Outside	Outside	Outside	Partly	Outside	Outside
Safeguarded Land	Outside	Outside	Outside	Outside	Outside	Outside
Area of Separation	Outside	Outside	Outside	Outside	Outside	Outside
AONB	Outside	Outside	Outside	Outside	Outside	Outside
SSSI	Outside	Outside	Outside	Outside	Outside	Outside
Conservation Area	Outside	Outside	Outside	Outside	Outside	Outside
Biological/Geological Heritage Site	BHS: Buckshaw Wood and Worden Wood	BHS: Cottam Hall Brickworks	Outside	Outside	Outside	Outside
Listed Buildings	Grade II* Worden Old Hall, Grade II* Buckshaw Hall	None	Grade II Church of St John	None	Grade II The Old School House	None
Locally Listed Buildings	None	None	None	None	None	None
Registered Park/Garden	No	No	No	No	No	No
Access to sewer system	Yes	Yes	Yes	Yes	Yes	Yes
Access to water supply	Yes	Yes	Yes	Yes	Yes	Yes
Access to gas supply	Yes	Yes	Yes	Yes	Yes	Yes
Access to electricity	Yes	Yes	Yes	Yes	Yes	Yes
Contaminated Land	Likely, but extensive remediation works have taken place	Possible	Likely - medium	Not Known	Unlikely	Not Known
At risk from hazardous installations	No	No	No	No	No	No
Ancient monument on site	No	No	No	No	No	No
Access to Broadband	Yes	Yes	Yes	Yes	Yes	Yes
Land Use						
Type of Location	Edge	Edge	Outside	Outside	Edge	Edge
Transport						
Distance to railway station	over 3km (New station to be built onsite – up to 0.4km)	over 3km	over 3km	over 3km	0.81 - 1.6km	1.61 - 3km
Rail service frequency (if under 3km)	N/A	N/A	N/A	N/A	hourly	4+/hr
Distance to nearest bus stop	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.2km	0.41 - 0.8km	up to 0.4km
Bus service frequency (if under 1.6km)	2 - 5/hr	2 - 5/hr	1/hr	2 - 5/hr	6+/hr	2 - 5/hr
On a cycle route	Y and more proposed	Y	Y (on road), and also new proposed route next to site	N (one proposed)	Y and more proposed	N (proposed route through site)
Distance to cycle route	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	0.41 - 0.8km	up to 0.4km
Distance to 'A' road junction	0.81 - 1.6km	over 3km	over 3km	up to 0.4km	up to 0.4km	up to 0.4km
Distance to motorway junction	1.61 - 3km	over 3km	over 3km	over 3km	up to 0.4km	up to 0.4km

Site Name	Buckshaw Village	Cottam	Whittingham	Samplesbury	Cuerden	Botany
Local Services						
Distance to nearest supermarket	0.41 - 0.8km	over 3km	over 3km	over 3km	0.81 - 1.6km	1.61 - 3km
Distance to local convenience store	Up to 0.4km	1.61 - 3km	0.41 - 0.8km	1.61 - 3km	0.81 - 1.6km	1.61 - 3km
Distance to post office	1.61 - 3km	over 3km	0 - 0.4km	1.61 - 3km	1.61 - 3km	1.61 - 3km
Distance to GP surgery	Up to 0.4km	1.61 - 3km	over 3km	1.61 - 3km	1.61 - 3km	1.61 - 3km
Distance to NHS General Hospital	2.1 - 5km	5.1 - 10km	5.1 to 10km	over 10km	5.1 to 10km	up to 2km
Distance to public open space or park	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km	over 3km	0.41 - 0.8km	over 3km
Distance to Local Centre	0.81 to 1.6km	over 3km	over 3km	over 3km	0.81 to 1.6km	1.61 - 3km
Distance to employment site	0.41 - 0.8km	over 3km	over 3km	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km
Education						
Distance to primary schools	New primary school built on site – up to 0.4km	up to 0.4km	0.41 - 0.8km	1.61 - 3km	1.61 - 3km	0.81 - 1.6km
Distance to secondary schools	2.41 - 3.2km	2.41 - 3.2km	3.21 - 5km	over 5.01km	2.41 - 3.2km	1.61 - 2.4km
Distance to Further/Higher Education	3.21 - 5km	over 5.01km	over 5.01km	over 5.01km	over 5.01km	over 5.01km

Appendix 3 – Assessment of other sites

Site Name	North West Preston (West)	North West Preston (East)	Park Hall/Camelot	Land South of Penwortham and North of Farington Strategic Location	CBD Preston	Tithebarn	Inner East Preston	Moss Side Test Track
SHLAA Ref	Numerous sites	P003 and PO77 / PO73	CHR05	P/105ue	N/A	MRS1	Various	L/081
Local Authority	Preston	Preston	Chorley	South Ribble	Preston	Preston	Preston	South Ribble
Ward	Preston Rural North	Preston Rural East	Chisnall	Charnock	Town Centre	Town Centre	St Matthews	Moss Side
Current Use	Open land, fields, sports ground	Open land, fields	Theme park, hotel, leisure complex	Fields, agricultural land	City centre	City centre, bus station, markets	Residential, commercial, industrial	Disused vehicle test track
Site Size	183 ha - update	52 ha	51 ha	91 ha	14 ha	23 ha	Not yet defined	43 ha
Potential Uses	Housing	Mixed use	Housing-led mixed use	Housing-led mixed use	Employment	Retail-led Mixed use	Housing-led Mixed use	Mixed use
Current Planning Policy Status	Open Countryside	Allocated employment	Green Belt	Safeguarded Land	Town Centre	Town Centre	Existing Residential Existing Employment	Allocated mixed use
Planning Permission Status	None	None	None applicable	None	None applicable	Application pending	Partly permitted	None
Surrounding Land Areas	Agricultural, residential	Countryside, residential	Agricultural, residential	Agricultural, residential, industrial	Commercial, office, residential	Retail core, offices, residential	Commercial, office, residential	Residential, agricultural, industrial
Surrounding Area Character	Agricultural, suburban, countryside	Agricultural, residential	Agricultural, small settlements	Residential, agricultural, urban fringe	Commercial, office, residential, university	City centre	Inner city, Commercial, office, residential	Agricultural, residential, industrial
Policy Restrictions	Open Countryside	None	Green Belt (major developed site – DC6), Ecology	Safeguarded land	None	None	None	None
Road Access Available	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Physical Problems/Restrictions	Motorway noise	Small existing development. Motorway noise	Existing development, motorway noise	Road bridge needed to cross railway	Existing development and constrained by road network	Existing development and constrained by road network	Existing development and constrained by road network	Existing development, limited access
Potential Impacts	None	None	Impact on Green Belt, although already partly developed.	None	Already developed	Already developed	Already developed	Already developed
Legal/Ownership Problems	Multiple ownership	None	None	Multiple ownership	Multiple ownership	Multiple ownership	Multiple ownership	Multiple ownership
Site suitability for housing	Yes	Yes	No - unsustainable location	Yes	N/A	Yes	Yes	Yes
Housing Market Factors	Economically viable, high sale value area	Economically viable, high sale value area	Not assessed	Economically viable, moderate sale value area	N/A	Low sale value area, further info required to appraise	Moderate sale value area	Economically viable, moderate sale value area
Abnormal Cost Factors	No foreseen extra site preparation costs	No foreseen extra site preparation costs	Demolition	No foreseen extra site preparation costs	Not known	No foreseen extra site preparation costs	Requires demolition of existing buildings, medium risk of contamination	Requires demolition of existing buildings, new or improved access
Housing Delivery Factors	Multiple developers, completed in 10+ years	Multiple developers, completed in 10+ years	N/A	Multiple developers, completed in 10+ years	N/A	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years	Multiple developers, completed in 5+ years

Considered Developable for Housing (Based on Cost)	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
Site Name	North West Preston (West)	North West Preston (East)	Park Hall/Camelot	Land South of Penwortham and North of Farington Strategic Location	CBD Preston	Tithebarn	Inner East Preston	Moss Side Test Track
Considered Deliverable for Housing (Based on Market Viability)	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
Achievable for Housing within 5 years	Yes	Yes	No	No	N/A	Yes	Yes	Yes
Year 1-5 Housing Units	450	150	0	0	N/A	145	90	60
Year 6-10 Housing Units	600	300	0	100	N/A	355	147	300
Year 11-15 Housing Units	1000	0	0	450	N/A	0	Unknown	300
Site Classification	Greenfield	Greenfield	Brownfield	Greenfield	Brownfield	Brownfield	Brownfield	Brownfield
Brownfield Units	0	0	901	0	N/A	500	Unknown	870
Greenfield Units	2050	450	0	1800	N/A	0	Unknown	0
Sloping Site	No	No	Partly	No	No	No	No	No
Natural Significant Features	No	No	Woodland and lake	No	No	No	No	No
Flood Risk	Low	Low	Low	Low	Low	Low	Low	Low
Electricity Pylons Across Site	Yes	No	No	Yes	No	No	No	No
Development Progress	Not started	Not started	Not started	Not started	Not started	Not started	Not started	Not started
Housing Density Classification	Suburban	Suburban	Other Rural	Other Rural	N/A	City Centre	Inner Urban	Main urban area
Housing Density Range (units per hectare)	30-40	30-40	30-40	30-40	N/A	50-100	30-50	30-50
Housing Density Multiplier	30	50	35	30	N/A			40
Total Potential Housing Capacity	2050	450	901	1800	N/A	500	Unknown at present	850
Environment								
Greenbelt	Outside	Outside	Within	Outside	Outside	Outside	Outside	Outside
Major developed site in the Green Belt	Outside	Outside	Within	Outside	Outside	Outside	Outside	Outside
Non Green Belt Countryside	Within	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Safeguarded Land	Outside	Outside	Outside	Within	Outside	Outside	Outside	Outside
Area of Separation	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
AONB	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
SSSI	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Conservation Area	Outside	Outside	Outside	Outside	Outside	Partly	Outside	Outside
Biological/Geological Heritage Site	Outside	Outside	BHS: Little Wood	Outside	Outside	Outside	Outside	Outside
Listed Buildings	None	None	None	None	Numerous Grade II	Numerous Grade II, II*, I	Numerous Grade II	None
Locally Listed Buildings	None	None	None	None	None	None	None	None
Registered Park/Garden	No	No	No	No	No	No	No	No
Access to sewer system	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to water supply	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to gas supply	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Access to electricity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Contaminated Land	Unlikely (although quarry to north)	Unlikely	Likely	Unlikely	Likely	Likely	Likely	Likely

At risk from hazardous installations	No							
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Site Name	North West Preston (West)	North West Preston (East)	Park Hall/Camelot	Land South of Penwortham and North of Farington Strategic Location	CBD Preston	Tithebarn	Inner East Preston	Moss Side Test Track
Ancient monument on site	No	No	No	No	No	No	No	No
Access to Broadband	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Land Use								
Type of Location	Edge	Edge	Outside	Edge	Within	Within	Within	Edge
Transport								
Distance to railway station	over 3km	over 3km	over 3km	1.61-3km	0.41 - 0.8km	0.81 - 1.6km	1.61 - 3km	1.61 - 3km
Rail service frequency (if under 3km)	N/A	N/A	N/A	4+/hr	4+/hr	4+/hr	4+/hr	2-3/hr
Distance to nearest bus stop	up to 0.4km	0.41 - 0.8km	0.41 - 0.8km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.2km
Bus service frequency (if under 1.6km)	2-5/hr	6+/hr	1/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr
On a cycle route	Y	Y	N	Y		Y	Y	N
Distance to cycle route	up to 0.4km	up to 0.4km	0.81 - 1.2km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km	up to 0.4km
Distance to 'A' road junction	over 3km	0.41 - 0.8km	0.81 - 1.6km	up to 0.4km	up to 0.4km	up to 0.4km	0.41 - 0.8km	over 3km
Distance to motorway junction	1.61 - 3km	0.81 - 1.6km	over 3km	over 3km	over 3km	over 3km	over 3km	over 3km
Local Services								
Distance to nearest supermarket	1.61 - 3km	0.81 - 1.6km	1.61 - 3km	0.81 - 1.61km	up to 0.4km	up to 0.4km	0.81 - 1.6km	1.61 - 3km
Distance to local convenience store	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	up to 0.4km	up to 0.4km	0.41 - 0.8km	0.81 - 1.6km
Distance to post office	up to 0.4km	0.81 - 1.6km	0.81 - 1.6km	0.81 - 1.6km	0.41 to 0.8km	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km
Distance to GP surgery	0.41 - 0.8km	0.81 - 1.6km	over 3km	0.81 - 1.6km	up to 0.4km	up to 0.4km	0.41 - 0.8km	1.61 - 3km
Distance to NHS General Hospital	2.1 - 5km	up to 2km	5.1 - 10km	over 10km	2.1 - 5km	2.1 - 5km	2.1 - 5km	5.1 - 10km
Distance to public open space or park	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	over 3km
Distance to Local Centre	1.61 to 3km	0.81 - 1.6km	1.61 to 3km	0.81 - 1.6km (district centre)	up to 0.4km (city centre shopping area)	up to 0.4km (city centre shopping area)	up to 0.4km	0.81 - 1.6km (district centre)
City/Town Centre	Outside	Outside	Outside	Outside	Within	Within	Edge	Outside
Distance to employment site	up to 0.4km	0.81 - 1.61km	0.41 - 0.8km	0.81 - 1.6km	up to 0.4km	up to 0.4km	up to 0.4km	0.81 - 1.6km
Education								
Distance to primary schools	0.41 - 0.8km	0.41 - 0.8km	0.81 - 1.6km	0.81 - 1.6km	0.41 - 0.8km	up to 0.4km	up to 0.4km	1.61 to 3km
Distance to secondary schools	1.61 - 2.4km	2.41 - 3.2km	3.21 - 5km	2.41 - 3.2km	2.41 - 3.2km	1.61 - 2.4km	0.81 - 1.6km	1.61 - 2.4km
Distance to Further/Higher Education	3.21 - 5km	1.61 - 2.4km	over 5.01km	over 5.01km	up to 0.8km	up to 0.8km	1.61 - 2.4km	3.21 - 5km

Appendix 4 – Summary Table of accessibility criteria and scoring system

	'EXISTING'						OTHER							
	Buckshaw Village	Cottam	Whittingham	Samlesbury	Cuerden	Botany	North West Preston (West)	North West Preston (East)	Park Hall/Camelot	South of Penwortham North of Farington	CBD Preston	Tithebarn	Inner East Preston	Moss Side Test Track
Transport														
Distance to railway station	1	1	1	1	3	2	1	1	1	2	4	3	2	2
Rail service frequency (if under 3km)	N/A	N/A	N/A	N/A	hourly	4+/hr	N/A	N/A	N/A	N/A	4+/hr	4+/hr	4+/hr	2-3/hr
Distance to nearest bus stop	5	5	5	3	4	5	5	4	4	5	5	5	5	3
Bus service frequency (if under 1.6km)	2 - 5/hr	2 - 5/hr	1/hr	2 - 5/hr	6+/hr	2 - 5/hr	2-5/hr	6+/hr	1/hr	6+/hr	6+/hr	6+/hr	6+/hr	6+/hr
Bus frequency (exact no.)	2	5	2	<1	9	2	16	9	1	14	>25	>25	>25	8
On a cycle route	Y	N	Y	N	Y	N	Y	Y	N	Y	Y	Y	Y	N
Distance to cycle route	5	5	5	5	4	5	5	5	3	5	5	5	5	5
Distance to 'A' road junction	3	1	1	5	5	5	1	4	3	5	5	5	4	1
Distance to motorway junction	2	1	1	1	5	5	2	3	1	1	1	1	1	1
Site located within 3km of congestion spot (Central Lancs Transport Study)														
Local Services														
Distance to nearest supermarket	4	1	1	1	3	2	2	3	2	3	5	5	3	2
Distance to local convenience store	5	2	4	2	3	2	4	4	3	3	5	5	4	3
Distance to post office	2	1	5	2	2	2	5	3	3	3	4	4	4	3
Distance to GP surgery	5	2	1	2	2	2	4	3	1	3	5	5	4	2
Distance to NHS General Hospital	4	2	2	1	2	5	4	5	2	1	4	4	4	2
Distance to public open space or park	5	4	4	1	4	1	4	4	3	3	4	3	3	1
Distance to Local Centre	3	1	1	1	3	2	2	3	2	3	5	5	5	3
Distance to service centre														
City/Town Centre	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Outside	Within	Within	Edge	Outside
City/Town Centre	1	1	1	1	1	1	1	1	1	1	5	5	3	1
Distance to City/Town Centre	2.7km	5km	9km	8km	2.6km	2.4km	4km	4.2km	5.9km	3.6km	0	0	0	2.3km
Distance to employment site	4	1	1	5	4	4	1	3	4	3	5	5	5	3
Education														
Distance to primary schools	5	5	4	2	2	3	4	4	3	3	4	5	5	2
Distance to secondary schools	3	3	2	1	3	3	3	3	2	3	3	3	4	3
Distance to Further/Higher Education	2	1	1	1	1	1	2	3	1	1	5	5	3	2

KEY	Closest 5	4	3	2	Furthest 1
NHS general hospital	up to 2km	2.1 – 5km		5.1 - 10km	over 10km
City/town centre	Within		Edge		Outside
Secondary school, Further/ Higher Education	up to 0.8km	0.81 - 1.6km	1.61 - 2.4km 2.41 - 3.2km	3.21 - 5km	over 5km
Bus stop, cycle route	up to 0.4km	0.41 - 0.8km	0.81 - 1.2km	1.21 - 1.6km	over 1.6km
All other facilities	up to 0.4km	0.41 - 0.8km	0.81 - 1.6km	1.61 - 3km	over 3km

Appendix 5 – Publication Core Strategy Vision and Strategic Objectives

A Vision for Central Lancashire in 2026

By 2026 Central Lancashire will be recognised as a highly sought after place to live and work in the North West. It offers excellent quality of life to all its residents. It will play a leading role in Lancashire's world class economy and have sustainable economic growth based on the area's unique assets. Its central location at the hub of the transport network, its green spaces and access to open countryside make it a place with 'room to breathe'.

Preston, Leyland and Chorley will attract investors and visitors taking advantage of retail, heritage, education and high-quality city and town centres. Central Lancashire's wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Preston will have become a transformed city, recognised as an alternative destination to Manchester and Liverpool for high quality retail, cultural, entertainment, business and higher education.

Chorley will have capitalised on its premier location as a place to do business, complemented by a thriving contemporary market town.

Leyland will have built upon its world famous industrial heritage, driving forward change and economic growth in the town and borough to become an enterprise engine.

The character of the City, towns and villages will reflect their individual historic and cultural heritage, with high quality designed new buildings enhancing their local distinctiveness. There will be improved transport connections within Central Lancashire and to wider regional, national and international destinations. The character of rural villages will have been maintained, with access to services to sustain the local communities and overcome rural poverty.

Neighbourhoods will be safe, clean and sustainable with healthy, highly-skilled and diverse communities. Residents will have easy access to public services, good jobs and decent, high quality affordable homes. Energy use will be minimised with an emphasis on sustainable sources, including mitigation measures and wherever possible, adaptation to Climate Change.

Strategic Objectives	Theme/Issue	Policy
<p>SO 1 To foster growth and investment in Central Lancashire in a manner that:</p> <ul style="list-style-type: none"> • Makes the best use of infrastructure and land by focussing on the Preston/ South Ribble Urban Area, and the Key Service Centres of Leyland and Chorley. • Marries opportunity and need by focussing investment in Preston City Centre and other Strategic Sites and Locations, and Leyland and Chorley town centres. • Supports service provision in rural areas, particularly the Rural Local Service Centres. 	Spatial Strategy - Managing and Locating Growth	1
SO 2 To ensure there is sufficient and appropriate infrastructure to meet future needs, funded where necessary by developer contributions.	Infrastructure	2
SO 3 To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston.	Travel	3
SO 4 To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.	Travel	3
SO 5 To help make available and maintain within Central Lancashire District a ready supply of residential development land over the plan period so as to help deliver sufficient new housing of appropriate types to meet future requirements. This should also be based on infrastructure provision, as well as ensuring delivery doesn't compromise existing communities.	Housing delivery	4
SO 6 To achieve densities for new housing that respect the local character of surrounding areas, whilst making efficient use of land.	Housing density	5
SO 7 To improve the quality of existing housing, especially in Inner East Preston and pockets of poor stock in South Ribble and Chorley Boroughs, and to bring empty properties back into use.	Housing quality	6
SO 8 To significantly increase the supply of affordable and special needs housing particularly in places of greatest need such as in more rural areas.	Affordable housing	7
SO 9 To guide the provision of pitches for travellers in appropriate locations if genuine need arises.	Traveller accommodation	8
SO 10 To ensure there is a sufficient range of locations available for employment purposes.	Economic growth and employment	9 and 10
SO 11 To secure major retail and leisure investment in Preston city centre to enable it to function as an alternative shopping and commercial destination to Manchester and Liverpool. To achieve the retail and leisure potential of Chorley and Leyland town centres and ensure the district and local centres provide for local needs.	Retail, town centre and leisure development	11 and 12

Strategic Objective	Theme/Issue	Policy
SO 12 To create, enhance and expand tourist attractions and visitor facilities in the city, town centres and appropriate rural locations.	Tourism, entertainment and cultural facilities	11, 12 and 13
SO13 To sustain and encourage appropriate growth of rural businesses, taking into account the characteristics of the urban fringe and wider countryside.	Rural economy	13
SO14 To ensure appropriate education facilities are available and skills deficiencies are addressed.	Education, skills and economic inclusion	14 and 15
SO15 To foster 'place shaping' to enhance the character and local distinctiveness of the built environment in Central Lancashire by encouraging high quality design of new buildings.	Design and new buildings	17
SO 16 To protect, conserve and enhance Central Lancashire's places of architectural and archaeological value and the distinctive character of its landscapes.	Landscape and built environment assets	16 and 21
SO 17 To maintain and improve the quality of Central Lancashire's built and natural environmental assets so that it remains a place with 'room to breathe'.	Built and natural environment assets	18, 19, 20 and 21
SO 18 To improve the health and wellbeing of all Central Lancashire's residents and reduce the health inequalities that affect the more urban* deprived areas, particularly Inner East Preston.	Health and wellbeing	23
SO 19 To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services, including healthy food.	Health and wellbeing	24 and 25
SO 20 To create environments in Central Lancashire that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime.	Crime and community safety	26
SO 21 To reduce energy use and carbon dioxide emissions in new development.	Energy use	27
SO 22 To encourage the generation and use of energy from renewable and low carbon sources.	Energy generation	28
SO 23 To manage flood risk and the impacts of flooding especially adjoining the river Ribble and at Croston.	Water management	29
SO 24 To reduce water usage, protect and enhance Central Lancashire's water resources and minimise pollution of water, air and soil.	Natural resource management	29, 30 and 31

* Proposed Minor Change MC40