# Integrated Assessment of the Central Lancashire Local Plan

## Pre-Submission Local Plan - Main Report

## Central Lancashire Authorities

**Final report**

Prepared by LUC

January 2025

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# Chapter 1

# Introduction

**1.1** The three Central Lancashire Authorities (Preston City Council, South Ribble Borough Council and Chorley Council) commissioned LUC in July 2021 to carry out an Integrated Assessment (IA) of the emerging Central Lancashire Local Plan. This IA report relates to the Pre-Submission Local Plan (January 2025).

**1.2** The Central Lancashire Local Plan will cover the period 2023-2041 and set out how much housing and other development will be delivered and where. Once adopted, it will replace the Central Lancashire Core Strategy (2012), as well as the three authorities' Core Strategies – all of which were adopted in 2015. It will include both strategic and development management policies, together in one plan.

**1.3** IA is an assessment process designed to consider and report upon the significant sustainability issues and effects of emerging plans and policies, including their reasonable alternatives. IA iteratively informs the plan-making process by helping to refine the contents of such documents, so that they maximise the benefits of sustainable development and avoid, or at least minimise, the potential for adverse effects. The IA comprises Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA).

## The Local Plan area

**1.4** Central Lancashire covers the districts of Preston, South Ribble and Chorley, which function as one integrated local economy and commuting area. Central Lancashire comprises an urban core surrounded by attractive scenery ranging from the Pennine foothills and the West Pennine Moors in the east, to the Lancashire Plain and the Ribble and Alt Estuary in the west. The area is bounded by Wyre to the north, Ribble Valley and Blackburn with Darwen to the east, Greater Manchester to the south and Fylde and West Lancashire to the west.

**1.5** The area is well located and connected to regional and national transport routes. The M6, M61, M55 and M65 motorways run through the area creating excellent road accessibility within the sub-region. The West Coast Main Line runs north to south with Preston as a main destination providing excellent rail links to Scotland, the Midlands and London. There is also continued investment in the strategic highway infrastructure, funded in part by the Preston, South Ribble and Lancashire City Deal, and improvements to the public realm in Preston City Centre and smaller towns/urban areas.

**1.6** The overall character of the area is a diverse mix of urban and rural including the City of Preston, towns, villages and sparsely populated countryside. It has a diverse landscape with a mix of lowland and upland, mostly drained by the River Ribble and its tributaries, together with canals and large reservoirs. Some of the main landscape attractions and protected wildlife habitats in the area include the Forest of Bowland National Landscape, the West Pennine Moors Site of Special Scientific Interest, and the Ribble and Alt estuaries. There are also significant areas of open space and attractive public parks for sport, leisure and recreation.

**1.7** The City of Preston is the largest settlement in the area and acts as the main commercial and retail centre, with a large and successful university (University of Central Lancashire) and student population. Leyland and Farington in South Ribble have a strong and diverse manufacturing base, with Leyland identified as the main town within the borough. Chorley Town is a thriving market town and centre for business and other services. Located between the towns of Chorley and Leyland (in the district of Chorley), Buckshaw Village is a relatively new community complete with business parks and local services. North West Preston is the main area historically identified for growth in Preston, while there are a number of strategic sites and associated infrastructure still to come forward in South Ribble.

**1.8** Penwortham, Walton-le-Dale, Lostock Hall and Bamber Bridge form a fairly continuous urban area, running south from the River Ribble and providing popular places to live and work. Euxton, Clayton-le-Woods and Whittle-le-Woods are mainly suburban communities with a range of modern housing. Adlington and Coppull retain local employment roles, with a range of local shops and other services. As well as the larger settlements, there are a variety of flourishing villages including: Broughton, Grimsargh and Goosnargh in Preston; Longton, Higher Walton, Coupe Green and

Gregson Lane in South Ribble; and Eccleston, Croston, Bretherton, Hoghton, Wheelton and Brinscall/Withnell in Chorley.

**1.9** A range of sectors operate in the Central Lancashire area, including retail, food and drink, public (e.g. local authorities and the NHS), leisure, education, manufacturing, construction and digital, technical and professional services.

**1.10** The Local Plan area is shown in **Figure 1.1** further ahead in this section.

## Outline of the Local Plan and its objectives

**1.11** Schedule 2 of the SEA Regulations requires the environmental report (i.e. the IA) to provide/describe:

> "an outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes"

**1.12** The new Local Plan will cover the period to 2041 and will address local housing need, the economy, environmental considerations including the climate emergency, community infrastructure and strategic infrastructure needs and will assist the Central Lancashire Authorities (CLAs) in their move towards carbon neutrality. The Local Plan will also make site-specific allocations to meet the identified development needs. Once the three authorities have fully engaged with the local community and the Local Plan has been through all of its formal statutory stages, it will be adopted as the development plan for all three councils and used to assess planning applications.

**1.13** The CLAs undertook an 'Issues and Options' consultation between November 2019 and February 2020. This early consultation focused on exploring broad issues and options but did not indicate Central Lancashire's preferred approach in terms of scale of growth to be planned for nor the proposed spatial strategy. Between December 2022 and February 2023, the authorities consulted upon their 'Local Plan

Part 1 Preferred Options' document as part of a first round of Regulation 18 consultation **[See reference** 1**]**. This document provided direction on emerging policies, development requirements for housing and employment, and potential site allocations for these uses.

**1.14** The authorities have since prepared the current 'Pre-Submission Local Plan', which comprises a strategic vision for the plan area, supported by eleven strategic objectives. The plan then sets out 56 development management policies (11 of which are strategic), in addition to 12 site allocation policies across the following topics:

- Balanced housing market;
- Prosperous economy;
- Healthy and inclusive communities;
- High quality environment;
- Climate change and sustainable energy;
- Sustainable travel; and
- Infrastructure delivery.

**1.15** The 12 site allocation policies are listed below. Additionally, some sites have been allocated through Policies HS13: Gypsy, Traveller and Travelling Showperson Needs, HC3: Community, Health and Education Facilities and HC7: Cemeteries and Crematoria.

- Policy SS3: Strategic Site Allocation – North West Preston/Bartle
- Policy SS4: Strategic Site Allocation – Fulwood Barracks
- Policy SS5: Strategic Site Allocation – Preston West
- Policy SS6 (A+B): Strategic Site Allocation – Pickering's Farm, Penwortham
- Policy HS2: Housing Allocations Chorley;
- Policy HS3: Housing Allocations South Ribble;
- Policy HS4: Housing Allocations Preston;
- Policy EC2: Employment Allocations Chorley;

- Policy EC3: Employment Allocations South Ribble;
- Policy EC4: Employment Allocations Preston;
- Policy EC5: Mixed Use Allocations Chorley; and
- Policy EC6: Mixed Use Allocations South Ribble.

**1.16** In 2019, all three councils declared a climate emergency and are committed to becoming carbon neutral by 2030. All services across the councils have an important part to play and the Central Lancashire Local Plan has a key role in helping to reduce carbon emissions. In this respect, it must be recognised that the Local Plan is one of many tools that will support a reduction in carbon emissions across Central Lancashire. It cannot achieve this on its own as the Local Plan is primarily a land use document and any proposed policies need to comply with the Government requirements on, for example, the number of houses that need to be built in the area. Nonetheless, the target of achieving carbon neutrality must be central to the Local Plan-making process and the IA.

IA for Central Lancashire Local Plan
Central Lancashire Authorities

LUC

**Figure 1.1: Central Lancashire Local Plan area**

- Chorley Council boundary
- South Ribble Borough Council boundary
- Preston City Council boundary
- Other local authority

Map scale 1:140,000 @ A3

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# Sustainability Appraisal and Strategic Environmental Assessment

**1.17** Under the Planning and Compulsory Purchase Act 2004, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment (referred to as SEA) in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633), as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232). As set out in the explanatory memorandum accompanying the Brexit amendments, they are necessary to ensure the law functions correctly following the UK's exit from the EU. No substantive changes have been made by this instrument to the way the SEA regime operates. Therefore, the SEA Regulations remain in force and it is a legal requirement for the Central Lancashire Local Plan to be subject to SA and SEA throughout its preparation.

**1.18** The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process (as advocated in the Government's Planning Practice Guidance) **[See reference** 2**]**, whereby users can comply with the requirements of the SEA Regulations through a single integrated SA/SEA process. This is the process that is being undertaken for the Central Lancashire Local Plan and within this report the term 'SA' should be taken to mean 'SA incorporating the requirements of the SEA Regulations'. In addition to SA/SEA, further impact assessments are being carried out on the Central Lancashire Local Plan as described below. Therefore, instead of 'SA' and 'Sustainability Appraisal', the term 'Integrated Assessment' (IA) is being used in this report.

**1.19** On 26 October 2023, the Levelling-up and Regeneration Act received royal assent and became an Act of Parliament. The Act **[See reference** 3**]** sets out in detail the Government's proposals for reforming the planning system. Amongst other things, the Act sets the stage for the reform of the current system for SEA by providing instead for 'Environmental Outcomes Reports' designed to streamline the

process for identifying and assessing the environmental impact of plans and projects. The specific requirements will be set out in forthcoming legislation, along with information about transition arrangements but for now, the requirement for SEA remains, as set out in existing legislation. Any changes to the legal framework for carrying out SA/SEA will be addressed as the Local Plan is prepared.

**1.20** The SA process comprises a number of stages, as shown below.

- **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 (or 'IA') Report.
- **Stage D**: Consulting on the Local Plan and the IA Report.
- **Stage E**: Monitoring the significant effects of implementing the Local Plan.

## Health Impact Assessment

**1.21** Although not a statutory requirement, HIA aims to ensure that health-related issues are integrated into the plan-making process. Sustainability objectives that address health issues have been included as part of the IA process and in this way the HIA of the Central Lancashire Local Plan is being carried out as part of the IA. Recommendations are made where appropriate in relation to how the health-related impacts of the Local Plan can be optimised.

## Equality Impact Assessment

**1.22** The requirement to undertake formal EqIA of development plans was introduced in the Equality Act 2010 but was abolished in 2012. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public

Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions.

**1.23** In fulfilling this duty, many authorities still find it useful to produce a written record of equality issues having been specifically considered. Therefore, an EqIA is being carried out as part of the IA, setting out how the Local Plan is likely to be compatible or incompatible with the requirements of the Equality Act 2010. This is achieved through the inclusion of a relevant IA objective (see **Chapter 3**).

# Habitats Regulations Assessment

**1.24** The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007 **[See reference** 4**]**. The currently applicable version is 'The Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)' **[See reference** 5**]** (hereafter referred to as the 'Habitats Regulations'). When preparing the Local Plan, the councils are therefore required by law to carry out an HRA, and because it is a separate legal requirement to the SA/SEA, it is being undertaken and reported separately from the IA.

**1.25** The councils can commission consultants to undertake HRA work on its behalf (and LUC has been commissioned to produce the HRA) and the work documented in the separate HRA report is then sent to and considered by the councils as the 'competent authority'. The councils will consider the HRA and may only progress the Local Plan if they consider that it will not adversely affect the integrity of any European site or have a significant effect on qualifying habitats or species for which the European sites are designated for, or if Imperative Reasons of Overriding Public Interest are identified. The requirement for authorities to comply with the Habitats Regulations when preparing a plan is also noted in the Government's Planning Practice Guidance.

**1.26** The HRA findings have been considered in the IA where relevant, for example to inform judgements about the likely effects of potential development locations on biodiversity.

# Meeting the requirements of the SEA Regulations

**1.27** The following paragraphs in this part signpost the relevant sections of this IA report that are considered to meet the SEA Regulations requirements.

## Report preparation

**1.28** 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 objectives and geographical scope of the plan or programme, are identified, described and evaluated (Reg. 12). The information to be given is (Schedule 2):

- An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.
    - This is **covered in Chapters 1 and r, and Appendix B**.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
    - This is **covered in Chapters 1 and r, and Appendix B**.
- The environmental characteristics of areas likely to be significantly affected.
    - This is **covered in Chapters 1 and r, and Appendix B**.
- 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.

- This is **covered in Chapters 1 and r, and Appendix B**.

- 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.
  - This is **covered in Chapters 1 and r, and Appendix B**.
- 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. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects).
  - This is **covered in Chapters 4 to 7**.
- 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.
  - This is **covered in Chapters 4 to 7**.
- 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.
  - This is **covered in Chapters 4 to 7**.
- A description of measures envisaged concerning monitoring in accordance with Reg. 17.
  - This is **covered in Chapter 8**.
- A non-technical summary of the information provided under the above headings.
  - This is covered in a **separate Non-Technical Summary** has been prepared to accompany this IA Report.

- The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Reg. 12(3)).
  - This is addressed **throughout this IA report**.

## Consultation requirements

- Authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Reg. 12(5)).
  - Consultation on the IA Scoping Report was **undertaken between August and October 2019**.
- 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 (Reg. 13).
  - Consultation will be undertaken in relation to the Regulation 19 Proposed Submission Local Plan **between January and March 2025**.
  - Consultation on the Preferred Options was previously **undertaken between December 2022 and February 2023**.
- Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Reg. 14).
  - This is **not relevant** to the Local Plan, as there will be no effects beyond the UK.

# Decision making

**1.29** Taking the environmental report and the results of the consultations into account in decision-making (Reg. 16).

## Provision of information on the decision

**1.30** When the plan or programme is adopted, the public and any countries consulted under Reg. 14 must be informed and the following made available to those so informed:

- The plan or programme as adopted
  - This requirement will be met after adoption of the Local Plan
- A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with
  - This requirement will be met after adoption of the Local Plan
- The measures decided concerning monitoring
  - This requirement will be met after adoption of the Local Plan

# Monitoring and quality assurance

- **Monitoring** of the significant environmental effects of the plan's or programme's implementation (Reg. 17).
  - This requirement will be met after adoption of the Local Plan
- **Quality assurance**: environmental reports should be of a sufficient standard to meet the requirements of the SEA Regulations.

- This report has been produced in line with current guidance and good practice for SA/SEA and this table demonstrates where the requirements of the SEA Regulations have been met.

# Structure of this Integrated Assessment report

**1.31** This chapter has described the background to the production of the Central Lancashire Local Plan as well as its contents and the requirement to undertake SA and other assessment processes. The remainder of this IA report is structured into the following chapters:

- **Chapter 2:** Methodology describes the approach that is being taken to the IA of the Central Lancashire Local Plan.
- **Chapter 3:** Sustainability context describes the relationship between the Central Lancashire Local Plan and other relevant plans, policies and programmes; summarises the environmental, social and economic characteristics of the plan area and identifies the key sustainability issues.
- **Chapter 4:** Integrated Assessment findings for the quantum and spatial strategy options presents the IA findings for these options that have been considered for the Local Plan.
- **Chapter 5:** Integrated Assessment findings for the Local Plan site options presents the IA findings for the reasonable alternative site options that have been considered for the Local Plan.
- **Chapter 6:** Integrated Assessment findings for the Pre-Submission Local Plan presents the IA findings for the policies and site allocations included in the Pre-Submission Local Plan.
- **Chapter 7:** Cumulative effects describes the likely cumulative effects of the policies and site allocations in the Pre-Submission Local Plan as a whole.

- **Chapter 8:** Monitoring describes the approach that should be taken to monitoring the likely significant effects of the Local Plan and proposes monitoring indicators.
- **Chapter 9:** Conclusions and next steps summarises the key findings from the IA of the Pre-Submission Local Plan and describes the next steps to be undertaken.

**1.32** The main body of the report is supported by the following appendices:

- **Appendix A:** Consultation comments presents the consultation comments received on earlier iterations of the IA and provides a response to each.
- **Appendix B:** Review of policies, plans and programmes and baseline information presents a review of relevant plans and programmes and the baseline information for Central Lancashire.
- **Appendix C:** Site assessment criteria presents the criteria that have been used to inform the appraisal of site options during the IA.
- **Appendix D:** Reasons for selecting or rejecting site options sets out the councils' reasons for selecting or rejecting each reasonable alternative site option for the Pre-Submission Local Plan.

# Chapter 2

# Methodology

## Planning Practice Guidance alignment

**2.1** In addition to complying with legal requirements, the approach being taken to the IA of the Central Lancashire Local Plan is based on current good practice and the guidance on SA/SEA set out in the Government's Planning Practice Guidance. This calls for the IA to be carried out as an integral part of the plan-making process. Below, we set out the main stages of the plan-making process and show how these correspond to the SA/SEA (in this case IA) process.

### Local Plan Step 1: Evidence gathering and engagement

## SA/IA stages and tasks

### Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

1. Identifying other relevant policies, plans and programmes, and sustainability objectives

2. Collecting baseline information

3. Identifying sustainability issues and problems

4. Developing the SA/IA Framework

5. Consulting on the scope of the SA/IA

# Local Plan Step 2: Production

## SA/IA stages and tasks

### Stage B: Developing and refining options and assessing effects

1. Testing the Local Plan objectives against the SA/IA Framework

2. Developing the Local Plan options

3. Evaluating the effects of the Local Plan

4. Considering ways of mitigating adverse effects and maximising beneficial effects

5. Proposing measures to monitor the significant effects of implementing the Local Plan

### Stage C: Preparing the Sustainability Appraisal (or IA) Report

1. Preparing the SA/IA Report

### Stage D: Seek representations on the Local Plan and the Sustainability Appraisal (or IA) Report

1. Public participation on Local Plan and the SA/IA Report

2. (i) Appraising significant changes

## Local Plan Step 3: Examination

### SA/IA stages and tasks

### Stage D (cont.)

1. (ii) Appraising significant changes resulting from representations

## Local Plan Steps 4 and 5: Adoption and monitoring

### SA/IA stages and tasks

### Stage D (cont.)

1. Making decisions and providing information

### Stage E: Monitoring the significant effects of implementing the Local Plan

1. Finalising aims and methods for monitoring

2. Responding to adverse effects

# Stage A: Scoping

**2.2** The IA process began with the production of an IA Scoping Report **[See reference** 6**]** for the Local Plan, prepared by the CLAs. The Scoping stage of the IA involves understanding the environmental, social and economic baseline for the Local Plan area, as well as the sustainability policy context and key sustainability issues.

## Review policies, plans and programmes to establish policy context

**2.3** The Local Plan is not prepared in isolation; rather it is prepared within the context of other policies, plans and programmes. The SEA Regulations require the environmental report (in this case the IA report) to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support attainment of sustainability objectives that have been established at the international, national and regional/sub-regional levels.

**2.4** The IA Scoping Report contains a review of relevant policies, plans and programmes that were considered to be relevant to the scope of the Local Plan. This review has since been updated by LUC as part of the preparation of this IA report and is presented in **Appendix B**. A summary of the key policies, plans and programmes is provided in **Chapter 3**.

# Collect baseline information to establish sustainability context

**2.5** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the local plan to understand the likely future sustainability conditions in the absence of the local plan.

**2.6** The SEA Regulations require the environmental report (i.e. the IA report) to describe relevant aspects of the current state of the environment and how they are likely to evolve without the plan. An understanding of this likely future, together with the assessed effects of the plan itself, additionally allows the IA to report on cumulative effects, another requirement of the SEA Regulations.

**2.7** The SEA Regulations require assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage) and landscape, and the inter-relationship between these. During preparation of the Scoping Report, baseline information was therefore collected in relation to the SEA topics and additional sustainability topics were also addressed, covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken to the SA/SEA and other impact assessment processes.

**2.8** The baseline information for Central Lancashire was presented in the IA Scoping Report produced by Central Lancashire and has since been reviewed and updated during the preparation of this report in order to ensure that it remains up to date (see **Appendix B**).

# Identify sustainability issues

**2.9** The review of baseline information allows for the identification of existing sustainability issues, including problems as required by the SEA Regulations. The key sustainability issues facing Central Lancashire and their likely evolution without the Local Plan were initially presented in the IA Scoping Report and have since been reviewed and updated. They are now presented in **Chapter 3** of this report.

# Develop the IA framework

**2.10** The relevant sustainability objectives identified by the review of other policies, plans and programmes, together with the key sustainability issues facing the area, identified by the collection and review of baseline information in the IA Scoping Report, informed the development of a set of sustainability objectives (the 'IA framework') against which the effects of the plan would be assessed. These objectives also take into account the types of issues that are capable of being affected by the land use planning system. LUC reviewed these objectives and made a minor refinement **[See reference 7]** to the original IA framework, re-presenting it in the November 2022 IA Report that accompanied the 'Preferred Options - Part One Consultation' paper **[See reference 8]**.

**2.11** Development of an assessment framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The IA framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and proposals within the plan.

**2.12** The current IA framework for the Central Lancashire Local Plan is shown in **Chapter 3**. The final column of the table shows which of the SEA topics are addressed by each IA objective.

## Consult on the scope and level of detail of the IA

**2.13** Public and stakeholder participation is an important part of the IA and wider plan-making processes. It helps to ensure that the IA report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

**2.14** The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England and Natural England) to be consulted "when deciding on the scope and level of detail of the information that must be included" in the IA report. The scope and level of detail of the IA is governed by the IA framework and the statutory consultees have therefore been consulted on this when it was developed as part of the scoping process for the IA. A final IA Scoping Report was published after amendments were made to the original report following comments from the statutory consultees.

**2.15 Appendix A** contains the comments that were received during this period of consultation. In light of the comments received, some amendments were made to the scoping work including the review of policies, plans and programmes, baseline information and the IA framework.

# Stage B: Developing and refining options and assessing effects

**2.16** Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the IA help to identify where there may be ‘reasonable alternatives’ to the options being considered for a plan.

**2.17** In relation to the IA report that needs to be prepared for the Central Lancashire Local Plan, Part 3 of the SEA Regulations 12 (2) requires that:

> "The (environmental or SA/IA) report must identify, describe and evaluate the likely significant effects on the environment of—
>
> - (a) implementing the plan or programme; and
> - (b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme."

**2.18** Schedule 2 (h) of the SEA Regulations requires that the environmental report (or SA/IA) includes a description of:

> "(h) an outline of the reasons for selecting the alternatives dealt with"

**2.19** The SEA Regulations therefore require that when considering the policies and site allocations for inclusion in a plan, any alternative policy approaches or site options that are 'reasonable' must be subject to appraisal. Alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework (NPPF)) or site allocation options that are unavailable or undeliverable.

**2.20** The IA findings are not the only factors taken into account when plan-makers are determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified by the IA for each option, such that it is not possible to rank them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for the plan.

**2.21** The consideration of reasonable alternatives has been a key focus of attention within the IA process. This section provides an overview of how policy and site options have been identified by the CLAs, which ones are 'reasonable alternatives'

and have therefore been subject to IA, and how this appraisal work has fed into the development of the Central Lancashire Local Plan.

## Strategic options

**2.22** The Councils have considered a number of alternative options for the amount of housing and employment development to be provided and for its spatial distribution. These options are summarised below and are appraised in **Chapter 4**.

## Quantum of housing

**2.23** The Central Lancashire Housing Study Update **[See reference 9]** identifies nine scenarios for assessing local housing needs, as it was considered that the Government's Standard Method may not adequately reflect each district's current and future demographic trends and market signals. The Housing Study Update excluded five of these nine scenarios, as they are based on trend-based projections which have been historically volatile in Central Lancashire and so are unlikely to accurately capture all circumstances to be considered in assessing actual housing needs. This left the following four scenarios:

- **Local Housing Need** (LHN) Baseline: 944 dwellings per annum (Chorley = 54% / Preston = 29% / South Ribble = 18%).
- **POPGROUP 5-Year** (10yr International Migration): 1,212 dwellings per annum (Chorley = 27% / Preston 54% / South Ribble 19%)
- **Employment-Led Projection** (2011 Commuting Ratio): 1,275 dwellings per annum (Chorley = 38% / Preston 30% / South Ribble 33%).
- **Employment-Led Projection** (1:1 commuting for new jobs): 1,237 dwellings per annum (Chorley = 33% / Preston = 36% / South Ribble = 31%).

**2.24** The last two of these four options have a very similar annual housing figure and distribution between the three authorities and so were grouped for the purposes of the IA. Overall, three options were subject to IA:

- **Option 1: LHN Baseline** – 944 dwellings per annum
  - Chorley = 54%
  - Preston = 29%
  - South Ribble = 18%
- **Option 2: POPGROUP 5-Year** (10yr International Migration) – 1,212 dwellings per annum
  - Chorley = 27%
  - Preston = 54%
  - South Ribble = 19%
- **Option 3: Employment-Led Projection** (2011 Commuting Ratio / 1:1 commuting for new jobs) – 1,237 to 1,275 dwellings per annum
  - Chorley = 33-38%
  - Preston = 30-36%
  - South Ribble = 31-33%

## Quantum of employment development

**2.25** The Central Lancashire Employment Land Study **[See reference** 10**]** identifies the need for 172.87ha employment land for Central Lancashire, the breakdown of which is presented below. No alternatives to these were identified and so were not subject to IA.

- Chorley: 41.45ha
- Preston: 74.43ha
- South Ribble: 56.99ha

## Spatial Strategy options

**2.26** The Central Lancashire Authorities (CLAs) identified the following spatial strategy options which have been subject to IA:

- Option 1: Roll forward the current approach
- Option 2: Urban intensification
- Option 3: More urban extensions
- Option 4: A more dispersed (transport led) pattern of development
- Option 5: A new settlement (s)

**2.27** Further detail about these options is provided in **Chapter 4**.

## Site options

**2.28** Reasonable alternative options for residential, employment and mixed-use sites to be allocated in the Local Plan were identified by the CLAs. As outlined in the Site Selection Paper **[See reference** 11**]**, these sites were identified via three 'Call for Sites' exercises and a range of other sources, including council owned land, sites on the Brownfield Register and a desktop review to identify any other potential sites. Following this, an assessment of each site was carried out to consider their suitability for development and any environmental constraints. This led to a number of sites being discounted as reasonable alternatives.

**2.29** All sites identified in the pool of reasonable alternative options were subject to IA. Following the Regulation 18 stage, many more reasonable alternative site options were identified and subsequently appraised, as Preston City Council and South Ribble Borough Council reinstated a large number of sites that they had previously discounted prior to the Preferred Options consultation. They reviewed their reasons for discounting a number of the sites and felt that some of these reasons were no longer valid or alternatively had received an objection to the site being discounted

during Preferred Options stage. A small number of additional sites were also taken forward following their submission during the Preferred Options consultation.

**2.30** It is important to note that a small number of sites appraised as part of the IA were subsequently discounted due to constraints identified as part of Stage 2 of the SHELAA which involved detailed site assessments, or because they were no longer available.

**2.31** The IA of the site options is presented in **Chapter 5**.

## Other policy options

**2.32** In developing the draft policies, the councils considered different approaches where relevant. These options are appraised in **Chapter 6** alongside the relevant policy.

# Stage C: Preparing the IA report

**2.33** This IA report describes the process that has been undertaken to date in carrying out the IA of the Central Lancashire Local Plan. It contains an appraisal of the policies and site allocations included in the current consultation document, the Pre-Submission Local Plan, as well as the reasonable alternative options considered. The focus of the appraisal has been the identification of significant effects, whether positive or negative, in accordance with the SEA Regulations.

**2.34** This IA report meets all the reporting requirements of Schedule 1 of the SEA Regulations.

## Stage D: Consultation on the Local Plan and this IA report

**2.35** Central Lancashire is inviting comments on the Pre-Submission Local Plan and this IA report. These documents are being published on Central Lancashire's website for consultation from February to March 2025.

## Stage E: Monitoring and implementation of the Local Plan

**2.36 Chapter 8** sets out suggested monitoring measures for potential negative effects that could arise as a result of implementing the Central Lancashire Local Plan.

## Appraisal methodology

**2.37** The SEA Regulations, Schedule 2(8) require the environmental report to include:

> "…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."

### IA framework

**2.38** The development of a set of IA objectives (known as the IA framework) is a recognised way in which the likely environmental and sustainability effects of a plan

and reasonable alternatives can be described, analysed and compared. The IA framework for the Local Plan is detailed in **Chapter 3** and was originally developed by the CLAs from the analysis of international, national, regional, sub-regional and local policy objectives, baseline information, and key sustainability issues identified in the plan area.

**2.39** The IA framework comprises a series of IA objectives, each accompanied by a set of guide questions that are used to appraise the performance of the Local Plan against the IA objectives, including overall alternative spatial strategies for growth being considered by the council for inclusion in the Local Plan.

**2.40** The relationship between the 'SEA Topics', which are the specific topics that SEA is required to cover, as per Schedule 2 of the SEA Regulations is detailed in **Chapter 3**. It can be seen that a number of the IA objectives cut across SEA Topics, showing how inter-related many of these are.

## Key to IA effects symbols

**2.41** The findings of the IA are presented as colour coded symbols showing an effect for each option against each one of the IA objectives along with a concise justification for the effect given, where appropriate. The colour coding is shown in **Table 2.1** below.

### Table 2.1: Key to IA effect symbols

| Symbol and colour | Meaning |
|---|---|
| ++ | Significant positive effect |
| ++/- | Mixed significant positive and minor negative effect |
| + | Minor positive effect |
| 0 | Negligible effect |

| Symbol and colour | Meaning |
|---|---|
| - | Minor negative effect |
| --/+ | Mixed significant negative and minor positive effect |
| -- | Significant negative effect |
| ++/-- | Mixed significant positive and significant negative effect |
| +/- | Mixed minor positive and minor negative effect |
| ? | Uncertain effect |
| N/A | Not applicable |

**2.42** Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol has been colour coded as per the potential positive, negligible or negative effect. Negligible effects are recorded where a policy or site allocation is considered to have no effect in contributing to achievement of the IA objective. This is usually the case when an objective or policy is focused on a very narrow topic and would only affect specific IA objectives, such as the development management policies. For site options, negligible effects occur usually because the location of a site would not affect an IA objective (e.g. high-quality design), as this would depend on the design measures required in policies.

**2.43** The likely effects of options and policies need to be determined, and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown above. The dividing line in making a decision about the significance of an effect is often quite small. Where either '++' or '--' has been used to distinguish significant effects from more minor effects ('+' or '-') this is because the effect of an option or policy on the IA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective. However, effects are relative to the scale of proposals under consideration.

**2.44** Mixed effects have only been presented where directly opposing effects (i.e. positive and negative) have been identified through the appraisal (e.g. +/-, ++/-, --/+ and ++/--). For some IA objectives, it is possible that a policy or site might have a minor positive effect in relation to one aspect of the policy and a significant positive effect in relation to another aspect (giving a score of +/++). However, in these instances, only the significant score is shown in the appraisal tables. Similarly, if a policy or site could have a minor and significant negative effect (-/--) for the same IA objective, only the significant negative score is shown in the appraisal tables. The justification text relating to the appraisal describes where the various elements of the policy or site being appraised might have potential to result in effects of differing magnitude.

**2.45** The likely sustainability effects of the options considered to date for the Central Lancashire Local Plan and the policies and site allocations included in the Pre-Submission document are summarised in **Chapters 4, 5** and **6**. An assessment of the likely cumulative effects of the Central Lancashire Local Plan as a whole are presented in **Chapter 7**.

## Site assessment assumptions

**2.46** IA inevitably relies on an element of subjective judgement. However, in order to ensure consistency in the appraisal of the site options, for each of the IA objectives in the IA framework, a clear set of decision-making criteria and assumptions for determining significance of the effects was developed. These assumptions set out clear parameters within which certain IA effects would be given, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The assumptions are presented in **Appendix C**. The performance of the sites against the site assessment assumptions were used, alongside other technical assessments, to inform Central Lancashire's selection of individual site allocations (see **Appendix D**).

**2.47** Some changes were made to the criteria for IA objectives 7 and 9 between the Regulation 18 and 19 stages. Specifically, the settlement hierarchy was updated which informs both these objectives and so they were reworded to reflect this. All

sites considered in the IA have been appraised against these revised criteria. Some factual corrections were also made to IA objective 4 regarding the number of areas in Central Lancashire that fall within the 10% and 10-20% most deprived in England. These changes are all reflected in **Appendix D**.

## Assumptions regarding distances

**2.48** Reference is made to distances in the site assessment assumptions. The most suitable and easily achievable mode of transport is walking, and the distances refer to walking distances. There are a number of pieces of research that give a variety of recommended guidance distances for walking. For example, the Institute of Highways and Transportation found that the average length of a walk journey is one kilometre. Given the wide range of services and facilities normally considered in IAs, LUC has developed some guideline distances for use in IA work, which are reflected in the IA site assessment assumptions for the Local Plan.

**2.49** For the purposes of the appraisal, distances in the appraisal will be measured as the straight-line distance from the edge of a site option to existing services and facilities, and therefore actual walking distances are likely to be greater (e.g. depending on the house location within a larger site and the availability of a direct route).

# Difficulties encountered

**2.50** The SEA Regulations, Schedule 2(8) require the environmental report to include:

> "…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."

**2.51** A number of difficulties and limitations arose in the course of the IA as follows:

- The number of policies, plans and programme documents and guidance produced by a range of statutory and non-statutory bodies means that it would not be proportionate or practicable for the IA to consider every potentially relevant document when establishing the policy context and baseline conditions. Instead, the IA sought to identify the key information relevant to the preparation of the Central Lancashire Local Plan and IA.
- The spatial strategy and quantum options considered represent strategic principles for the scale and distribution of growth to be delivered over the plan period. Consequently, the IA focused on the likely strategic implications of their implementation.
- The site assessment criteria presented in **Appendix C** of this IA report include a number of distance-based criteria used to estimate likely effects of site options. Distances in this appraisal were measured as a straight-line distance from the edge of each site option to existing services and facilities. It is acknowledged that actual walking distances could be greater.
- Where site options were close to the district boundaries, the spatial analysis was potentially affected by the fact that some spatial data required for proximity-based assessments was not available for neighbouring districts, or for part of them.
- The GIS-based approach to site appraisals meant that where a site received a negative effect, this may have been as a result of only a small part of the site falling within an environmentally sensitive area. This is because the assessment scores were designed to highlight potential adverse effects and flag these for closer examination of the potential for avoidance or mitigation of negative effects by the councils before allocation. For example, the potential for a significant negative effect may be identified for IA objective 11: Biodiversity and geodiversity as a result of a small part of a site option falling within a designated wildlife site or containing valued habitat. This is potentially significant in the context of national policy protection for designated sites and also served to highlight that the councils should consider whether habitat loss could be avoided by a minor amendment to the site allocation boundary or by a site-specific policy requirement to avoid development in or enhance the area of a valued habitat.

- The appraisal of reasonable alternative site options did not assess whether nearby services and facilities such as schools and GP surgeries have spare capacity as this information was not consistently available to inform a spatial assessment and is not proportionate to the IA. It was assumed that the need for additional capacity would be considered via the councils' infrastructure development plan process and developer contributions to additional capacity gathered as appropriate.
- Since many effects of development will be dependent on the layout and design of development, it may be possible to mitigate some of the effects highlighted in **Chapter 5** of this IA, which presents the appraisal of site options. However, given the inherent uncertainties about these details at the plan-making stage of the planning process, the appraisal of the alternative site options focused on identifying potential significant effects of the options considered, without making assumptions about mitigation measures that might be implemented through the development management process. The allocations now included in the Pre-Submission Local Plan are appraised in **Chapter 6** taking into account any mitigation measures detailed in the allocation policies.
- A number of limitations relating to the GIS data that was used to apply the assumptions are recognised:
  - When considering the proximity of site options to healthcare facilities, only NHS GP surgeries were considered. This is because these are the facilities most likely to be used by local residents.
  - When considering the proximity of site options to existing schools, only state schools were considered. This is because these schools are open to all and it is expected that the majority of school age residents will attend state schools. In addition, local catchments may not apply to independent schools, for which pupils will often travel further.
  - The available GIS data for the Agricultural Land Classification does not distinguish between Grade 3a (considered to be best and most versatile agricultural land) and 3b (not considered to be best and most versatile agricultural land) agricultural land. This resulted in some uncertainty in the effects, as set out in the assumptions (see **Appendix C**).

- Although open space data was available and fed into the site appraisals, the data did not distinguish between the quality of different open spaces. This resulted in some uncertainty in the effects, as set out in the assumptions.
- GIS data was not available for town, district, local and neighbourhood centres across all three local authority areas. Given the lack of this more localised information, it was decided that the proposed settlement hierarchy provided a reasonably robust proxy that distinguished between those settlements that have the services and facilities that might be expected to be present in town, district, local and neighbourhood centres.
- LUC's Landscape Sensitivity Assessment (2022) was used to inform the appraisal of each reasonable alternative site option against IA objective 16a. In order to be precautionary, if a site slightly overlapped an area of high sensitivity to development, despite being mainly located in an area of moderate sensitivity to development, the effect identified in the IA was based on it being in an area of high sensitivity.

# Chapter 3

# Sustainability context

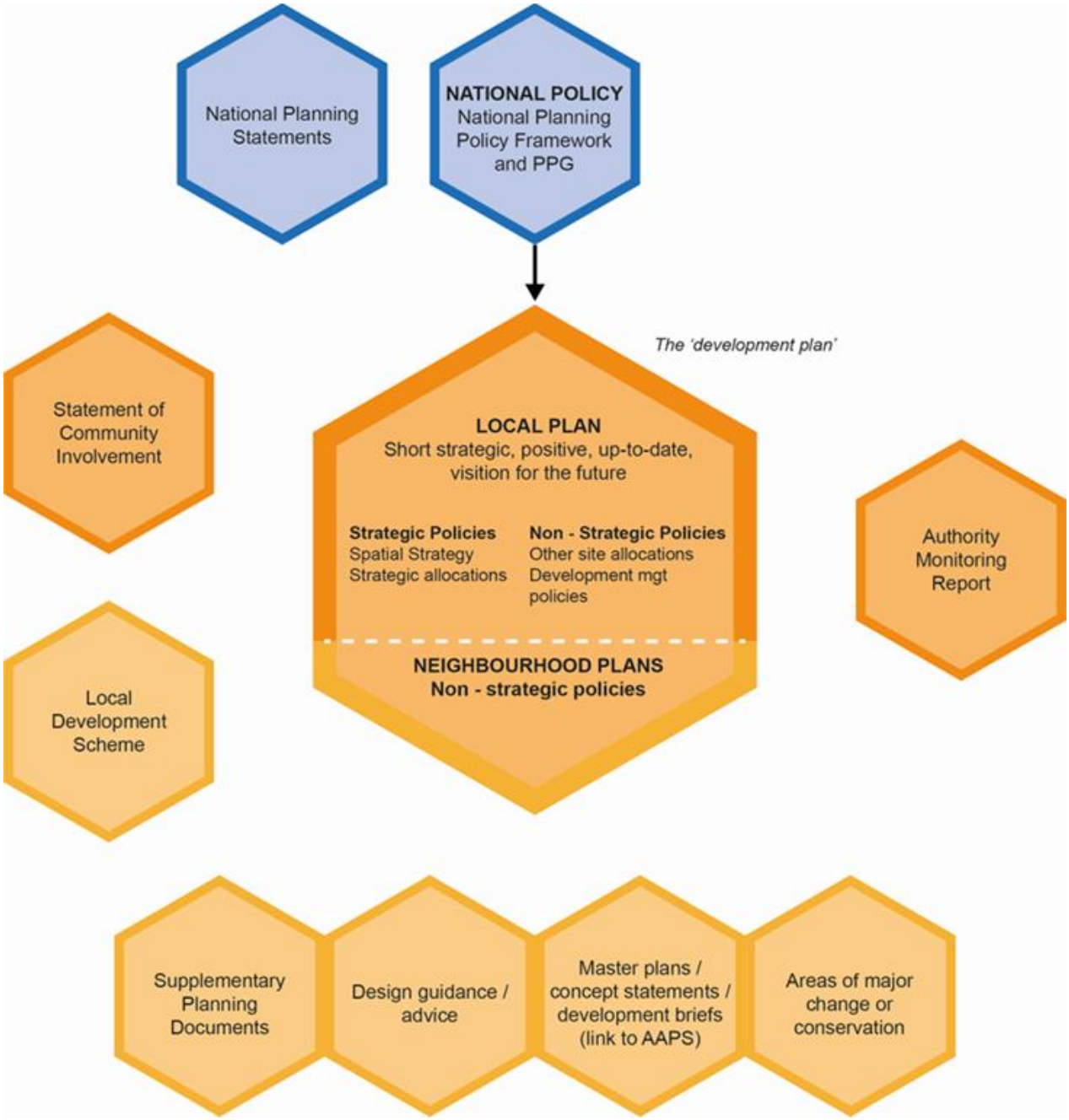
**3.1** Schedule 2 of the SEA Regulations requires:

> "the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation"

## Relationship with other relevant plans or programmes

**3.2** The Central Lancashire Local Plan is not prepared in isolation and must be in conformity with a range of international and national plans and programmes as show in **Figure 3.1** below. In addition, the Local Plan comprises any 'made' Neighbourhood Plans within the three local authority areas and is supported by other documents such as the Statement of Community Involvement, Local Development Scheme, Authority Monitoring Report and Supplementary Planning Documents.

## Figure 3.1: Local Plan relationship with other relevant plans or programmes



# Policy context

**3.3** This section sets out the policy context within which the Local Plan must operate in relation to the various sustainability themes covered by the IA. This context informs consideration of what constitute reasonable alternative policy options for the Plan as well as the framework of sustainability objectives against which the plan has been appraised. A more detailed review of the relevant documents is set out in **Appendix B**.

**3.4** It should be noted that the policy context is inherently uncertain as the current framework outlined here is likely to change in response to a number of key factors:

- **Brexit** – Following the UK's departure from the European Union on 31 January 2020, it entered a transition period which ended on 31 December 2020. From January 2021, directly applicable EU law no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law. Relevant EU legislation has still been referred to in this report but will be removed as and when UK legislation is amended.
- **Levelling Up and Regeneration Act** – The Act sets out various planning reforms including the replacement of the SA/SEA regime with 'Environmental Outcomes Reports'; replacement of the CIL process and much of the section 106 payments system with a new national infrastructure levy; a shared framework of National Development Management Policies, removing much of this detail from Local Plans; replacement of supplementary planning documents (SPD) with Supplementary Plans that carry more weight and but would be subject to examination; repeal of the Duty to Cooperate; a duty on public bodies and infrastructure providers to assist the local plan-making process; a speeded up plan-making process (plans to be prepared and adopted within 30 months); a strengthened role for the 'national model design code'; replacement of Neighbourhood Plans with Neighbourhood Priorities Statements; removal of the current NPPF requirement to demonstrate a rolling five-year supply of housing land, provided that the local plan is up to date; removal of the 'soundness test' for local plans to be 'justified'. However, the change in Government could affect how the Levelling Up and Regeneration Act is implemented.

- **Planning and Infrastructure Bill** – The Bill is to be published in early 2025, aiming to accelerate the delivery of high-quality infrastructure and housing.

**3.5** It is also possible that UK and sub-national climate change policy may change as public awareness and prioritisation of the threat of climate change grows, as illustrated by the increasing number of local authorities, including Preston City Council, South Ribble Borough Council and Chorley Council, that have declared a climate emergency.

## International policy context

**3.6** At the international level, there is a wide range of plans and programmes which act to inform and shape national level legislation. Planning policy in England at a national and local level (i.e. the NPPF and Local Plans) should be aware of and in conformity with the relevant legislation.

## National policy context

**3.7** There is an extensive range of national policies, plans and programmes that are of relevance to Local Plan preparation and the IA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies, plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the NPPF and Planning Practice Guidance (PPG) of relevance to the Local Plan and IA is provided below. In addition, the main sustainability objectives of other international and national plans and programmes which are of most relevance for the Local Plan and IA have been reviewed and a summary of the implications for the Local Plan and IA is provided below the section on the NPPF and PPG.

## The National Planning Policy Framework and Planning Practice Guidance

**3.8** The NPPF **[See reference** 12**]** is the overarching planning framework which provides national planning policy and principles for the planning system in England. The NPPF was originally published in March 2012 and has been revised several times since, with the most recent version being published in December 2024. However, the Central Lancashire Local Plan is being prepared under the previous version of the NPPF (December 2023) and this is the version which is therefore referred to throughout this report.

**3.9** Since the updates that were made in 2021, the NPPF places an increased focus on design quality. This includes for sites as well as for places as a whole. The terminology included in the Framework on protecting and enhancing the environment and promoting a sustainable pattern of development has been revised. Furthermore, revisions are included in relation to policies which address opting out of permitted development, the use of masterplans and design codes and the important contribution of trees in new developments.

**3.10** The NPPF has been revised to include amendments to urban uplift and Green Belt. Further revisions also include allowing flexibility for local authorities in relation to local housing need; safeguarding local plans from densities that would be out of character; freeing local authorities with up-to-date local plans from annual updates to their five-year housing land supply; and continued support for self-build, custom-build and community-led housing. The latest NPPF also emphasises the role of beauty and placemaking in the planning system.

**3.11** The three overarching objectives of the planning system are set out in paragraph 8 of the 2023 NPPF, which should be pursued in mutually supportive ways so that net gains are achieved across each of the different objectives:

- "**an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved

productivity; and by identifying and coordinating the provision of infrastructure;

- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to protect and enhance the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

**3.12** The Local Plan must be consistent with the requirements of the NPPF, which states:

"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

**3.13** A local planning authority is also required to have regard to national policies and advice contained in guidance issued by the Secretary of State when preparing a Local Plan **[See reference** 13**]**.

**3.14** Paragraph 20 of the 2023 NPPF states the need for strategic policies in plan making, which set out the overall strategy for the pattern, scale and design quality of places, making sufficient provision for:

- "a) housing (including affordable housing), employment, retail, leisure and other commercial development;

- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."

**3.15** The PPG **[See reference** 14**]** provides guidance for how the Government's planning policies for England are expected to be applied. Sitting alongside the NPPF, it provides an online resource that is updated on a regular basis for the benefit of planning practitioners.

**3.16** The overarching nature of the NPPF means that its implications for the IA relate to multiple topics which this report seeks to address. Considering the importance of the NPPF to the English planning system, the relevance of the Framework and its implications for the plan making process and the IA is provided in more detail below.

## Environmental and social considerations

**3.17 Climate change** adaption and mitigation, **energy efficiency** and **waste minimisation** measures for new development, including through the promotion of renewable energy schemes, are supported through the NPPF. One of the core planning principles is to "support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure". Furthermore, local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes and the risk of overheating from rising temperatures.

**3.18** The NPPF requires plans to take a proactive approach in adapting to climate change, stating that "Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure". As mentioned above, local planning authorities should take full account of overheating from rising temperatures. As temperatures increase, there will be more demand for energy used for cooling, and so policies in the Local Plan should include design measures that minimise overheating and energy demand for cooling.

**3.19** The NPPF requires **transport** issues to be considered from the earliest stages of plan-making so that opportunities to promote walking, cycling and public transport use are identified and pursued, which will help reduce reliance on the private car and associated emissions. According to the NPPF, "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health." Further to this, the NPPF requires planning policies to "support an appropriate mix of uses across an area, and within larger scale sites to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities".

**3.20** The IA can consider the contribution that the alternatives make to climate change mitigation and adaptation, including through reducing transport-related emissions. Climate change adaptation is crucial to the health and wellbeing of residents, which is also considered through the IA.

**3.21** In relation to **health and wellbeing**, healthy, inclusive and safe places which promote social integration, are safe and accessible and enable and support healthy lifestyles are supported through the Framework. The Building for a Healthy Life design toolkit **[See reference** 15**]** can be used by local authorities to assist in the creation of places that are better for people and nature.

**3.22** One of the core planning principles is to “take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.” It is identified in the NPPF that “Access to a network of

high-quality open spaces and opportunities for sport and recreation is important for the health and well-being of communities". Furthermore, the retention and enhancement of local services and community facilities in villages, such as local shops, meeting places, sports, cultural venues and places of worship is supported. Importantly, Local Plans should "contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible". Additionally, larger scale developments such as new settlements or significant extensions to existing villages and towns are required by the NPPF to be guided by policies set within a vision that looks at least 30 years ahead **[See reference** 16**]**. The need for policies to reflect this longer time period is intended to take account of the likely timescale for delivery. According to the NPPF, larger scale development offers an opportunity to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. Further to this, there is a need to locate development in sustainable, accessible locations that limit the need to travel and offer a genuine choice of transport modes, as this can have positive effects on people's physical health and mental wellbeing. Safe cycling and walking routes also play an important role in encouraging active travel.

**3.23** The delivery of new housing is considered to support local communities by meeting housing needs and addressing shortages. The new Central Lancashire Local Plan can have a significant influence on addressing inequalities, including those relating to health, and will need to consider the appropriate siting of new development, particularly large development sites that are likely to include new service and facility provisions. The Local Plan can ensure that new development is located in areas which can improve accessibility for existing as well as new residents and ensure that future development does not exacerbate existing inequalities. The IA process can support the identification and refinement of options that can contribute to reducing inequalities and support the development of policy approaches that cumulatively improve the wellbeing of local communities.

**3.24** The NPPF sets out the approach Local Plans should have in relation to **biodiversity** and states that plans should "identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or

creation". Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and measurable net gains for biodiversity. A strategic approach to maintaining and enhancing networks of habitats and green infrastructure is to be supported through planning policies.

**3.25** The Central Lancashire Local Plan should seek to maximise any opportunities arising for local economies, communities and health as well as biodiversity. This should include approaches which support enhancing the connectivity of green infrastructure and promoting the achievement of biodiversity net gain. The IA process should support the identification and maximisation of potential benefits through the consideration of alternatives and assessment of significant effects, both negative and positive.

**3.26** In relation to landscape, the NPPF sets the planning principles of recognising the intrinsic beauty **[See reference** 17**]** and character of the countryside as well as protecting and enhancing valued landscapes. Reference is included with regards to this purpose at National Parks, The Broads and Areas of Outstanding Natural Beauty (now referred to as National Landscapes).

**3.27** The Local Plan should be supportive of an approach to development which would protect the landscape character of Central Lancashire and its surrounds. Where appropriate it should also seek to protect the identity of the built-up areas of Central Lancashire. The IA should identify those alternatives which contribute positively to landscape and townscape character.

**3.28** The NPPF states that in relation to the **historic environment** plans should "set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats". Where appropriate, plans should seek to sustain and enhance the significance of heritage assets and local character and distinctiveness, while viable uses of assets should be considered. Plans should take into account the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring. They should also consider the contribution the historic environment can make to the character of a place. The Framework places a focus on

making ‘beautiful’ and ‘sustainable’ places. The use of plans, design policy, guidance and codes are encouraged.

**3.29** The new Local Plan can offer enhanced protection for both designated and non-designated heritage assets and their settings, including any potential archaeological finds in line with heritage protection and enhancement plans. The IA has a role to play by identifying which alternatives could offer opportunities to secure the protection and enhancement of assets as well as those which might have significant impacts in terms of their appropriate use and setting.

**3.30** Although Local Plans can no longer require developments to achieve certain levels of the Code for Sustainable Homes, they can promote the Home Quality Mark to support residents in understanding the quality and performance of new build homes and can also set targets for developers to provide for a given percentage of energy used by a new development to come from on-site renewable or low carbon technologies. There are regulations in place that seek to reduce emissions, namely the amended Building Regulations 2010 **[See reference** 18**]** and Future Homes and Building Standards from 2025 which require CO2 emissions from new build homes and other buildings, including offices and shops, to be 30% lower than current standards. Further to this, a recent court ruling **[See reference** 19**]** clarified that councils can set higher new home energy efficiency standards in Local Plans provided they convince a Planning Inspector that the policies are viable and that the homes can be delivered. Local Plan policies can support the development of renewable energy technologies where appropriate, in line with climate change mitigation strategies and targets. The UK Green Building Council has produced a resource pack which is designed to help local authorities improve the sustainability of new homes. The New Homes Policy Playbook **[See reference** 20**]** sets out minimum requirements for sustainability in new homes that local authorities should introduce, as well as proposed stretching requirements should local authorities wish to go further. For non-residential uses BREEAM assessments can be used by local authorities to ensure buildings meet sustainability objectives.

**3.31** The NPPF states that new and existing development should be prevented from contributing to, being put at an unacceptable risk from, or being adversely affected by, pollutions including **water pollution and air quality**. Inappropriate development in areas at risk of flooding should be avoided. Plans should take a proactive

approach to mitigating and adapting to climate change, taking into account implications for water supply. Furthermore, strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision infrastructure for water supply and wastewater.

**3.32** The new Central Lancashire Local Plan presents an opportunity to consider incorporating up-to-date targets for water efficiency and the level of water consumption and grey water recycling in any new development. The Local Plan also can ensure that development is sited away from areas of high flood probability and that appropriate water drainage is in place in line with flood risk strategies. The IA process should seek to identify and address potential negative effects on water resources and water quality, including implications relating to wastewater.

**3.33** The NPPF states that the planning system should protect and enhance soils in a manner commensurate with their statutory status or quality, while also encouraging the reuse of **previously developed land**. The new Local Plan can seek to protect soil quality, including best and most versatile agricultural land. Further to this the Local Plan should ensure that new development does not conflict with current mineral operations as well as long-term mineral resource plans. The IA process should inform the development of the new Local Plan by helping to identify alternatives which would avoid areas of highest soil quality and best and most versatile agricultural land, as well as those which would promote the use of brownfield land.

## Economic considerations

**3.34** The Framework sets out that in terms of **economic growth** the role of the planning system is to contribute towards building a “strong, responsive and competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure. Furthermore, planning policies should address the specific locational requirements of different sectors **[See reference** 21**]**.

**3.35** Local planning authorities should incorporate planning policies which "support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation". Local Plans are required to "set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration".

**3.36** The new Local Plan should seek to maximise the potential benefits of nearby strategic growth, while at the same time ensuring the vitality and viability of smaller localised economies. Ensuring that services and facilities within Central Lancashire's town and local centres are maintained and enhanced is also important and will also provide support for local communities. The IA process can support the development of the new Local Plan to ensure that its policies consider impacts on the economy in Central Lancashire. The IA can also be used to demonstrate that impacts on the viability of town and local centres have been considered.

**3.37** The NPPF encourages local planning authorities to consider **transport** issues from the earliest stages of plan-making so that opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The Framework also states that the planning system should actively manage growth patterns in support of these objectives.

**3.38** Growth will inevitably increase traffic on the roads which also has implications for **air quality**. The new Local Plan and the IA can seek to minimise effects of this nature through appropriately siting new development, identifying where mitigation may be needed and requiring the necessary transport provisions and contributions from new development. The Local Plan, as supported by the IA, should seek to identify opportunities to maximise the potential for alternative modes of transport to private motor vehicles which use internal combustion engines, as these contribute towards air pollution. This is particularly the case in Central Lancashire, much of which is rural in nature. It is noted, however, that air pollution levels are likely to be reduced by the previous Government's commitment to ban the sale of all new petrol and diesel cars by 2035, the increasing uptake of electric vehicles and the gradual rollout of electric vehicle charging networks. Electric vehicles do, however, contribute

to non-exhaust emissions through particulates from tyres. It is therefore also important to reduce the need to travel, or the need to travel so far, as this will help reduce emissions, through the consideration of alternatives and assessment of significant effects. This includes potential opportunities that may arise as a result of the delivery of new infrastructure.

# Other international and national policies, plans and programmes

**3.39** Numerous other policies, plans and programmes at a national level are of relevance to preparation of the Local Plan and the IA. Unlike the NPPF, most of the documents are focussed on a specific topic area which the IA will consider. There will be some overlap between IA topics covered by these plans and programmes where those documents contain more overarching objectives. However, the plans and programmes considered of most relevance for the IA have been grouped by the topics they most directly seek to address, and green boxes below each topic heading summarise the implications of the national plans, policies and programmes (including the NPPF) for the Local Plan and IA.

## Climate change adaption and mitigation, energy efficiency and waste minimisation

**3.40** The relevant international and national plans, policies, programmes, strategies and initiatives under this topic are:

- National Housing Federation, The Future Homes and Buildings Standards (2024).
- UK Parliament, Levelling Up and Regeneration Act (2023).
- Department for Transport, The Plan for Drivers (2023).
- Department for Transport, Future of Transport: Supporting Rural Transport Innovation (2023).

- United Nations, Declaration on Climate, Relief, Recovery and Peace (COP28 Declaration) (2023).
- HM Government, The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023).
- Defra, The Environment Improvement Plan 2023.
- Department for Energy Security and Net Zero, The Biomass Strategy 2023.
- Department for Energy Security and Net Zero, The Carbon Budget Delivery Plan (2023).
- Department for Energy Security and Net Zero, Powering Up Britain (2023).
- Department for Energy Security and Net Zero, The Energy Security Plan (2023).
- Ministry of Defence, Defence Operational Energy Strategy (2023).
- Ministry of Defence, The Net Zero Growth Plan (2023).
- Department for Energy Security and Net Zero, The UK Hydrogen Strategy (2023).
- Defra, The Air quality Strategy for England (2023).
- Department for Energy Security and Net Zero, Net Zero Government Emissions: UK Roadmap (2023).
- Defra, The Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023).
- HM Government, The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023).
- Department for Transport, Future of Freight Plan (2022).
- Department for Transport, Cycling and Walking Investment Strategy Report to Parliament.
- Department for Business, Energy & Industrial Strategy and Prime Minister's Office, 10 Downing Street, The British Energy Security Strategy (2022).
- HM Government, UK Climate Change Risk Assessment 2022.

- HM Government, The National Flood and Coastal Erosion Risk Management Strategy for England (2022).
- Department for Education, Sustainability and Climate Change Strategy (2022).
- United Nations, The Glasgow Pact (UN Framework Convention on Climate Change, 2021).
- United Nations Declaration on Forests and Land Use (COP26 Declaration) (2021).
- HM Government, The Environment Act 2021.
- Department for Transport, Decarbonising Transport (2021).
- Department for Transport, Bus Back Better (2021).
- Department for Business, Energy and Industrial Strategy, The Net Zero Strategy: Build Back Greener (2021).
- Department for Business, Energy and Industrial Strategy, The Industrial Decarbonisation Strategy (2021).
- Department for Business, Energy and Industrial Strategy, The Heat and Buildings Strategy (2021).
- HM Government, The Energy Performance of Buildings Regulations (2021).
- Department for Business, Energy & Industrial Strategy, The Energy White Paper: Powering Our Net Zero Future (2020).
- Department for Transport, Decarbonising Transport: Setting the Challenge (2020).
- Department for Transport, Gear Change: A Bold Vision for Cycling and Walking (2020).
- HM Government, Flood and Coastal Erosion Risk Management: Policy Statement (2020).
- HM Treasury, National Infrastructure Strategy: Fairer, Faster Greener (2020).
- Climate Change Committee, The Sixth Carbon Budget Report (2020).
- UK Parliament, Agriculture Act 2020.

- Department for Environment, Food and Rural Affairs, Agricultural Transition Plan 2021 to 2024 (2020).
- HM Government, The Waste (Circular Economy) (Amendment) Regulations (2020).
- HM Government, The Flood and Water Regulations (2019).
- Department for Transport, The Road to Zero (2018).
- HM Government, The 25 Year Environment Plan (2018).
- HM Government, Our Waste, Our Resources: A Strategy for England (2018).
- Department for Transport, Transport Investment Strategy (2017).
- Highways England, Sustainable Development Strategy and Action Plan (2018).
- HM Government, UK Climate Change Risk Assessment 2017.
- HM Government, The Environment Permitting Regulations (2016).
- United Nations Department of Economic and Social Affairs, 2030 Agenda for Sustainable Development (2015).
- United Nations, Paris Climate Change Agreement (2015).
- Ministry of Housing, Communities and Local Government, National Planning Policy for Waste (2014).
- Department for Transport, Door to Door: A Strategy for Improving Sustainable Transport Integration (2013).
- Department for Energy and Climate Change, The Energy Efficiency Strategy (2012).
- HM Government, National Policy Statement for Waste Water (2012).
- HM Government, Flood and Water Management Act 2010.
- HM Government, The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009).
- HM Government, The UK Renewable Energy Strategy (2009).
- HM Government, The Climate Change Act 2008.

- HM Government, Planning and Energy Act 2008.
- HM Government, The Urban Waste Water Treatment Regulations (2003).
- United Nations, Declaration on Sustainable Development (2002).
- HM Government, Environmental Protection Act 1990.

**Implications for the Local Plan and IA**: The Local Plan should consider setting out policies to achieve climate change adaptation while also encouraging development which would help to minimise carbon emissions. This can be done through siting development allocations in areas where sustainable transport patterns can be best achieved and encouraging development to make use of more sustainable construction methods and sources of energy. There is a need for development to ensure that risk from all sources of flooding is managed effectively in light of the effects of climate change. This could include the Local Plan setting out approaches to encourage the appropriate use of SuDS to minimise flood risk. The Local Plan should also consider the handling of waste in line with the waste hierarchy.

The IA can test policy options in relation to the contributions they make towards these aims. It should also appraise the contribution individual site options can make to limiting carbon emissions (including through the uptake of more sustainable sources of energy). Sites should also be considered in terms of the impact they will have in terms of promoting climate change adaptation as well as reducing flood risk and the amount of waste that goes to landfill.

## Health and wellbeing

**3.41** The relevant international and national plans, policies, programmes, strategies and initiatives under this topic are:

- National Housing Federation, The Future Homes and Buildings Standards (2024).
- Department for Levelling Up, Housing and Communities, Levelling Up and Regeneration Act (2023).
- Environment Agency, The State of the Environment: Health, People and the Environment (2023).
- HM Government, The Building Regulations etc. (Amendment) (England) Regulations 2023.
- Department for Levelling Up, Housing and Communities, Anti-Social Behaviour Action Plan (2023).
- Homes England, Homes England Strategic Plan 2023 to 2028 (2023).
- United Nations, Declaration on Climate, Relief, Recovery and Peace (COP28 Declaration) (2023).
- HM Government, The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023).
- Natural England, Green Infrastructure Framework (2023).
- Department for Transport, Cycling and Walking Investment Strategy Report to Parliament (2022).
- Department for Levelling Up, Housing and Communities, A Fairer Private Rented Sector White Paper (2022).
- HM Government, The National Flood and Coastal Erosion Risk Management Strategy for England (2022).
- HM Government, The Environment Act (2021).
- Department of Health and Social Care, Build Back Better: Our Plan for Health and Social Care (2021).
- Department for Health and Social Care and Cabinet Office, COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021).
- Public Health England, Using the Planning System to Promote Healthy Weight Environments (2020), Addendum (2021).

- Department for Transport, Gear Change: A Bold Vision for Cycling and Walking (2020).
- Department for Transport, The Road to Zero (2020).
- Public Health England (PHE), PHE Strategy 2020-25 (2019).
- Defra, Clean Air Strategy (2019).
- HM Government, The 25 Year Environment Plan (2018).
- Department for Communities and Local Government, The Environmental Noise Regulations (2018).
- Department for Environment, Food and Rural Affairs, The Air Quality Standards Regulations (2016).
- Department for Communities and Local Government, The Housing White Paper 2017 (Fixing our broken Housing Market).
- United Nations Department of Economic and Social Affairs, 2030 Agenda for Sustainable Development (2015).
- Department for Communities and Local Government, Technical Housing Standards – Nationally Described Space Standard (2015).
- Department for Communities and Local Government, Planning Policy for Traveller Sites (2015).
- Select Committee on Public Service and Demographic Change, Select Committee on Public Service and Demographic Change Report Ready for Ageing? (2013).
- Marmot, M., Fair Society, Healthy Lives (2011).
- HM Government, Laying the Foundations: A Housing Strategy for England (2011).
- HM Government, Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010).
- World Health Organisation, Closing the Gap in a Generation: Health Equity Through Action on the Social Determinants of Health (2008).

- United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002).

**Implications for the Local Plan and IA**: The Local Plan, in conjunction with the Infrastructure Delivery Plan, needs to consider the need for infrastructure as this has a significant impact on the environment and it should be prepared to ensure that the population has access to sustainable low carbon infrastructure and services and facilities and that there is sufficient capacity within them to serve the increased population. This should include healthcare, education and open space. Development allocations should be located in areas where facilities are most accessible, issues of overcapacity would be less likely to result, and active modes of travel might be promoted. Policies in the Local Plan can also help to facilitate the supply of healthy local food. The provision of an appropriate level of housing over the plan period will help address issues of disparity in terms of access to decent housing in the plan area. The provision of new housing should be considerate of local needs with regards to housing size, tenure and type, including the needs of Travellers.

Policy options considered for the Local Plan can be tested through the IA in relation to the contributions they make towards these aims. The IA should also appraise the contribution individual site options can make to health and wellbeing. This should be considered through the site's ability to support the delivery of new infrastructure and facilities which might benefit public health, as well as accessibility to existing infrastructure and facilities of this nature. It may be necessary to consider the capacity of existing facilities when considering individual site options. Consideration should also be given to the capacity of sites to deliver new homes, including affordable homes.

## Environment (biodiversity/geodiversity, landscape and soils)

**3.42** The relevant international and national plans, policies, programmes, strategies and initiatives under this topic are:

- Environment Agency, The State of the Environment: Health, People and the Environment (2023).
- United Nations, Declaration on Climate, Relief, Recovery and Peace (COP28 Declaration) (2023).
- HM Government, The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023).
- Department for Environment, Food and Rural Affairs, The Environment Improvement Plan (2023).
- Department for Environment, Food and Rural Affairs, The Air Quality Strategy for England (2023).
- Department for Environment, Food and Rural Affairs, Woodland Access Implementation Plan (2023).
- Natural England, Green Infrastructure Framework and associated 15 GI Principles (2023).
- Environment Agency, Working with Nature (2022).
- UK Parliament, Convention on Biological Diversity (2022).
- Defra, Establishing the Best Available Techniques for the UK (UK BAT) (2022).
- HM Government, The Environment Act (2021).
- CIEEM, National Chalk Strems Strategy (2021).
- United Nations, Declaration on Forests and Land Use (COP26 Declaration) (2021).
- Defra, England Trees Action Plan 2021 to 2024 (2021).
- UK Parliament, Agriculture Act 2020.

- Department for Environment, Food and Rural Affairs, Agricultural Transition Plan 2021 to 2024 (2020).
- Department for Environment and Rural Affairs, Clean Air Strategy 2019 (2019).
- HM Government, The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019).
- Defra, 25 Year Environment Plan (2018).
- HM Government, The Water Environment Regulations (2017).
- Department for Environment, Food and Rural Affairs and the Department for Transport, UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017).
- HM Government, The Nitrate Pollution Prevention Regulations (2016).
- HM Government, Environmental Permitting Regulations (2016).
- United Nations, 2030 Agenda for Sustainable Development (2015).
- United Nations Declaration on Forests (New York Declaration) (2014).
- Defra, Biodiversity offsetting in England Green Paper (2013).
- Defra, Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011).
- Defra right of way circular (01/09) (2011).
- HM Government, Countryside and Rights of Way Act (2010).
- Defra, Safeguarding our Soils – A Strategy for England (2009).
- Defra, England Biodiversity Strategy Climate Change Adaptation Principles (2008).
- HM Government, Natural Environment and Rural Communities Act (2006).
- Council of Europe, The European Landscape Convention (2000).
- Convention on Biological Diversity, International Convention on Biological Diversity (1992).
- HM Government, The Environmental Protection Act 1990.

- HM Government, Wildlife and Countryside Act (1981) (as amended).
- European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979).
- International Convention on Wetlands (Ramsar Convention) (1976).
- HM Government, National Parks and Access to the Countryside Act (1949).

**Implications for the Local Plan and IA**: The Local Plan should be prepared to limit the potential for adverse impacts on biodiversity and geodiversity as well as important landscapes (including those that are designated) and higher value soils. The plan should also take into account non-designated landscapes identified to be particularly sensitive to development and non-designated habitats which form part of wider ecological networks. The plan also presents opportunities to promote the achievement of net gains in biodiversity. It can also be used to encourage the re-use of brownfield land and protect more valuable agricultural soils from development. Benefits may be achieved by directing development to less sensitive locations. The allocation of new sites for development and updated planning policy can also be used to achieve habitat connectivity through the provision of new green infrastructure.

It will be the role of the IA to test the policy options in terms of the effect they will have on biodiversity sites and habitats as well as valued landscapes. The effects of these options in relation to promoting the development of brownfield land and limiting the loss of valuable agricultural soils should also be appraised. Site options should be considered in these terms also, making use of the findings of the HRA and landscape character assessment work where appropriate.

## Historic environment

**3.43** The relevant international and national plans, policies, programmes, strategies and initiatives under this topic are:

- Historic England Corporate Plan 2023-26 (2023).
- HM Government, The Environment Act 2021.
- Department for Digital, Culture Media and Sport, Heritage Statement (2017).
- HM Government, Government's Statement on the Historic Environment for England (2010).
- Council of Europe, Valletta Treaty, formerly the European Convention on the Protection of Archaeological Heritage (1992).
- Planning (Listed Buildings and Conservation Areas) Act (1990).
- Council of Europe, European Convention for the Protection of the Architectural Heritage of Europe (1985).
- HM Government, Ancient Monuments and Archaeological Areas Act (1979).
- Council of Europe, The United Nations (UNESCO) World Heritage Convention (1972).
- HM Government, Historic Buildings and Ancient Monuments Act (1953).

**Implications for the Local Plan and IA**: The potential impact of new development on the historic environment, including local character as well as designated and non-designated heritage assets and their respective settings should also inform the preparation of the Local Plan. Particular regard may be given to protecting heritage assets which have been identified as being 'at risk' (both at the national and local level). Policies should be included to address these issues and site options should be considered with regard to the potential for related issues. The IA should appraise both policy and site options in terms of the potential for effects on the historic environment. It should identify those locations at which development would have the greatest potential to adversely

impact the historic environment, as informed by heritage impact assessment work for the Local Plan.

## Water and air

**3.44** There are no specific international policy agreements under this topic relevant to the preparation of the Central Lancashire Local Plan and the IA. The relevant national plans, policies, programmes, strategies and initiatives under this topic are:

- Department for Environment, Food and Rural Affairs, Environmental Improvement Plan 2023.
- Department for Environment, Food and Rural Affairs, The Air Quality Strategy for England (2023).
- Department for Environment, Food and Rural Affairs, Agriculture Act 2020.
- Department for Environment, Food and Rural Affairs, The Agricultural Transition Plan 2021 to 2024 (2024).
- Department for Environment, Food and Rural Affairs, Plan for Water: Our Integrated Plan for Delivering Clean and Plentiful Water (2023).
- HM Government, The National Flood and Coastal Erosion Risk Management Strategy for England (2022).
- HM Government, The Environment Act (2021).
- Department for Transport, Decarbonising Transport: A Better, Greener Britain (2021).
- Department for Transport, Bus Back Better (2021).
- CIEEM, National Chalk Streams Strategy (2021).
- Department for Transport, Decarbonising Transport: Setting the Challenge (2020).
- Department for Transport, Gear Change: A Bold Vision for Cycling and Walking (2020).

- HM Government, Flood and Coastal Erosion Risk Management: Policy Statement (2020).
- Environment Agency, Meeting our future water needs: a national framework for water resources (2020).
- Department for Environment, Food and Rural Affairs, Clean Air Strategy (2019).
- HM Government, The Flood and Water Regulations (2019).
- Department for Transport, The Road to Zero (2018).
- HM Government, Environmental Noise Regulations (2018).
- Department for Environment, Food and Rural Affairs, Clean Air Strategy (2019).
- GM Government, 25 Year Environment Plan (2018).
- HM Government, Our Waste, Our Resources: A Strategy for England (2018)
- HM Government, Water Supply (Water Quality) Regulations 2018.
- HM Government, Water Environment (Water Framework Directive) (England and Wales) Regulations (2017).
- Department for Environment, Food and Rural Affairs and Department for Transport, UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017).
- Environment Agency, Drought response: our framework for England (2017).
- Environment Agency, Managing Water Abstraction (2016).
- HM Government, Nitrate Pollution Prevention Regulations (2016).
- HM Government, The Water Supply (Water Quality) Regulations (2016).
- HM Government, The Environmental Permitting Regulations (2016).
- HM Government, Air Quality Standards Regulations (2010).
- Department for Environment, Food and Rural Affairs, Water White Paper (2012).
- Department for Environment, Food and Rural Affairs, National Policy Statement for Waste Water (2012).

- HM Government, Flood and Water Management Act (2010).
- HM Government, Groundwater (England and Wales) Regulations (2009).
- HM Government, Future Water: The Government's Water Strategy for England (2008).
- Department for Environment, Food and Rural Affairs, Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007).
- HM Government, Urban Waste Water Treatment Regulations (2003).
- HM Government, Environmental Protection Act (1990).

**Implications for the Local Plan and IA**: The Local Plan should consider setting out policies to promote the efficient use of water and limit all types of pollution including water and air pollution. It should also seek to limit pressure on the wastewater treatment (WwT) infrastructure and water supply. The allocation of sites for development should take account of areas which have highest sensitivity in relation to these issues, including Source Protection Zones (SPZ) and Air Quality Management Areas (AQMA). To limit the potential for air quality issues to be intensified as development is delivered over the period the Local Plan should also factor in the contribution specific site options can make to achieving modal shift and limiting the need for residents to travel.

The contribution policy options can make to achieving these aims can be tested through the IA. Individual site options can be considered in relation to particular sensitivities of the WwT infrastructure and other identified areas (such as SPZs and AQMAs).

## Economic growth

**3.45** There are no specific international policy agreements under this topic relevant to the preparation of the Central Lancashire Local Plan and the IA. The relevant national plans, policies, programmes, strategies and initiatives under this topic are:

- The relevant national PPPSIs under this topic are:
- UK Parliament, Levelling Up and Regeneration Act (2023).
- HM Treasury, Growth Plan (2022).
- HM Treasury, Build Back Better: Our Plan for Growth (2021).
- UK Parliament, Agriculture Act (2020).
- Department for Environment, Food and Rural Affairs, Agricultural Transition Plan 2021 to 2024 (2020).
- HM Government, UK Industrial Strategy: Building a Britain Fit for the Future (2018).
- LEP Network, LEP Network response to the Industrial Strategy Green Paper Consultation (2017).
- United Nations, 2030 Agenda for Sustainable Development (2015).
- Infrastructure and Projects Authority, National Infrastructure Delivery Plan 2016-2021 (2016).

**Implications for the Local Plan and IA**: The Local Plan should allocate land to support the projected level of economic growth required over the plan period. Local Plan policies should be included to help promote sustainable economic and employment growth to benefit all members of the community as to reduce disparity in the Plan area. This should include support for the infrastructure required for the economy to function successfully. Local economic growth should be considered in the light of wider economic growth of the local LEPs. Employment sites should be located to enable local people to be able to access

the new employment opportunities. Local Plan policies may also seek to promote the viability of the town centres.

The IA can test individual site and policy options in relation to the contribution they can make to achieving these aims. Employment site options should be appraised in terms of the contribution they can make to meeting the employment land requirements of the Central Lancashire Authorities (CLAs) area as well as the access residents would have to the employment opportunities delivered.

## Transport

**3.46** The relevant international and national plans, policies, programmes, strategies and initiatives under this topic are:

- UK Parliament, Levelling Up and Regeneration Act (2023).
- Department for Transport, The Plan for Drivers (2023).
- Department for Transport, Future of Transport: Supporting Rural Transport Innovation (2023).
- HM Government, The National Adaptation Programme and the Fourth Strategy for Climate Adaptation Reporting (2023).
- Department for Energy Security and Net Zero, Powering Up Britain (2023).
- Ministry of Defence, The Net Zero Growth Plan (2023).
- Department for Environment, Food and Rural Affairs, Air Quality Strategy for England (2023).
- Department for Energy Security and Net Zero, Net Zero Government Emissions: UK Roadmap (2023).
- Department for Transport, Future of Freight Plan (2022).
- Department for Transport, Cycling and Walking Investment Strategy Report to Parliament (2022).

- United Nations, The Glasgow Pact (UN Framework Convention on Climate Change) (2021).
- United Nations, Declaration on Forests and Land Use (COP26 Declaration) (2021).
- HM Government, The Environment Act (2021).
- Department for Transport, Decarbonising Transport: A Better, Greener Britain (2021).
- Department for Transport, Bus Back Better (2021).
- Ministry of Housing, Communities and Local Government, National Design Guide (2021).
- Public Health England, Using the Planning System to Promote Healthy Weight Environments (2020), Addendum (2021).
- Department for Transport, Decarbonising Transport: Setting the Challenge (2020).
- Department for Transport, Gear Change: A Bold Vision for Cycling and Walking (2020).
- Department for Environment, Food and Rural Affairs, Clean Air Strategy (2019).
- Department for Transport, The Road to Zero (2018).
- HM Government, The Environmental Noise Regulation (2018).
- Department for Transport, The Transport Investment Strategy (2017).
- Highways England, The Highways England Sustainable Development Strategy and Action Plan (2017).
- Department for Environment, Food and Rural Affairs and Department for Transport, UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017).
- HM Government, The Air Quality Standards Regulations (2016).
- United Nations Department of Economic and Social Affairs, 2030 Agenda for Sustainable Development (2015).

- United Nations Paris Climate Change Agreement (2015).
- Department for Transport, Door to Door: A Strategy for Improving Sustainable Transport Integration (2013).
- Department for Environment, Food and Rural Affairs, Rights of Way Circular (2011).
- Department for Environment, Food and Rural Affairs, The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. (2007).
- United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002).

**Implications for the Local Plan and IA**: The potential for reducing the need to travel, limiting congestion and associated benefits for air quality and climate change, as well as public health should inform the preparation of the policies for the Local Plan and its site allocations. The Local Plan should also encourage walking and cycling as alternative modes of transport by providing safe and attractive walking and cycling infrastructure. as the Local Plan should also recognise the multiple benefits that walking and cycling bring in terms of physical and mental health, reducing carbon emissions and reducing air pollution. Furthermore, the selection of site options for development should be informed by issues such as the potential for access to new and existing public transport nodes and active transport routes and specific highways capacity issues. The selection of individual site options should also be informed by their proximity to essential services and facilities which is likely to reduce the need for residents to regularly travel long distances.

The IA should be used to test policy and site options in terms of the contribution they can make to making transport choices more sustainable in the Plan area. As well as testing site options in terms of limiting the need to travel in Central Lancashire, policy options should be tested with regard the contribution they

make to the uptake of more sustainable transport options, such as walking and cycling and public transport.

# Baseline information

**3.47** Baseline information provides the context for assessing the sustainability of proposals in the Local Plan and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes. To inform an IA, baseline data must be relevant to environmental, social and economic issues, be sensitive to change and should ideally relate to records that are sufficient to identify trends.

**3.48** Schedule 2 of the SEA Regulations requires that the Environmental Report includes descriptions of:

- "(2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.'
- '(3) The environmental characteristics of areas likely to be significantly affected."

**3.49** Additionally, Schedule 2(6) of the SEA Regulations requires the likely significant effects of the plan on the environment to be assessed in relation to: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the inter-relationship between these. As an integrated SA/SEA with HIA and EqIA is being carried out, baseline information relating to other 'sustainability' topics has also been included, for example, information about housing, social inclusiveness, transport, energy, waste and economic growth.

**3.50** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist

regardless of the Local Plan to understand the likely future sustainability conditions in the absence of the Local Plan. The baseline information for Central Lancashire is presented in Appendix B and enabled the identification of key sustainability issues (see below) in Central Lancashire.

## Key sustainability issues and likely evolution without the plan

**3.51** Key sustainability issues for the Plan area were originally identified through the IA Scoping process in 2019, undertaken by the CLAs. These issues have been reviewed with additional information added where necessary as a result of updates to the baseline information.

**3.52** It is a requirement of the SEA Regulations that consideration be given to the likely evolution of the environment in the plan area if the new Local Plan was not to be implemented. This analysis is presented under the heading “Likely evolution without new Local Plan” in relation to each of the key sustainability issues. The final list for each sustainability issue links each of the key issues with the IA objectives that have been developed for the appraisal of the emerging Central Lancashire Local Plan.

**3.53** The information below shows that, in general, the current trends in relation to the various social, economic and environmental issues affecting the plan area would be more likely to continue without the implementation of the new Local Plan, although the policies in the adopted Central Lancashire Core Strategy (2012) as well as the Local Plans for each individual local authority (2015) would still go some way towards addressing many of these issues. In most cases, the new Local Plan offers opportunities to directly and strongly affect existing trends in a positive way, through an up-to-date plan which reflects the requirements of the NPPF.

# Accessibility

## Key sustainability issue:

- An over-reliance on the car is presenting problems of traffic congestion and reduced air quality in certain locations, despite investment in new infrastructure, and traffic levels are expected to rise alongside planned growth in Central Lancashire. A particular challenge is to also reduce the number of cars on the road.

## Likely evolution without the new Local Plan

- Without the Local Plan, it is assumed that the relevant policies from the adopted Core Strategy (2012) would remain in effect. This includes Policy 3 (Travel) of the Core Strategy, which seeks to reduce the need to travel through numerous measures, including improving opportunities for walking and cycling, in addition to public transport.
- There is an upward trend in motor vehicle usage in Central Lancashire despite a large number of people working from home, and it is expected that traffic flow and congestion in and around Central Lancashire may increase as development in the area continues, and as Central Lancashire's population increases. This could lead to worsening air quality due to pollutants associated with transport, particularly around the M6, M61 and M65, and the centres of Preston and Chorley, in addition to Leyland in South Ribble. Indeed, car ownership is higher than the national average in both Chorley and South Ribble, although it is acknowledged that fewer people in Preston own a car than the national average. There are some schemes in Central Lancashire, however, that may reduce traffic congestion and associated air pollution (e.g. the M62 smart motorway). These schemes are funded through the Roads Investment Strategy which together with the Central Lancashire Highways and Transport Masterplan, may help address these issues.
- The housing and employment growth targets outlined in the City Deal, forecasted to provide 17,420 new homes and 20,000 new jobs over an

extended fifteen period from 2014 to 2029, will drive economic growth. However, the scale of these developments, combined with the infrastructure demands they impose, risks exacerbating air quality issues, increasing traffic congestion, and reducing accessibility, particularly if sustainable transport measures are not effectively implemented. Furthermore, without the Local Plan, these developments are more likely to come forward in less connected locations and locations where there is limited potential to support improvements for sustainable transport.

### Relevant IA objectives

- IA3: Transport and utilities
- IA9: Sustainable transport
- IA10: Air quality
- IA15: Energy and emissions

## Housing

### Key sustainability issue:

- As average house prices grow across Central Lancashire, as does the demand for appropriate housing provision.
- There is a need to provide a sustainable supply of housing land including for an appropriate mix of sizes, type, and tenures in appropriate locations to meet the local housing need and to support economic growth.

### Likely evolution without the new Local Plan

- Without the Local Plan, it is expected that relevant policies from the adopted Core Strategy, notably Policy 7 (Affordable and Special Needs Housing), and National Planning Policy Framework would remain in effect. However, Central

Lancashire faces challenges due to an increasing ageing population, and rising average house prices. This rise in prices may make it difficult for elderly residents to afford suitable housing or home improvements, and could create a housing affordability crisis in Central Lancashire.

- Without the implementation of the Local Plan to guide development, particularly in relation to the high level of housing growth stipulated in the City Deal, there is potential for a shortfall in housing types, with missed opportunities to address affordable housing particularly for first time buyers, which could create social and economic disparities across the districts.

### Relevant IA objectives

- IA1: Housing

## Quality of life

### Key sustainability issue:

- Sustaining a consistently high quality of life amongst the growing population of Central Lancashire is a key challenge. A growing population will create a substantial need for further housing (including affordable housing), education facilities, and improved social, leisure and transportation infrastructure. This growing population will place increased demand on a range of community services and facilities and increase competition for jobs. Pressure also arises from a higher population density and an increasing ageing population in the plan area.
- There are some areas of deprivation across the district, creating disparity. There are also several health issues that affect the community which increases vulnerability of the population and places further demands on community services and facilities

## Likely evolution without the new Local Plan

- Although Central Lancashire is not generally deprived, there is substantial variance between the three districts, with much higher levels of deprivation in Preston compared to Chorley and South Ribble. Areas in the wards of Fishwick (Preston), Ingol (Preston) and Ribbleton (Preston) fall within IMD's 20% most deprived nationally for life expectancy and also have the highest levels of employment deprivation. Poor health and low life expectancy are closely linked to long-term unemployment, and the Local Plan area also faces high levels of obesity, with 65.7% of the adult population (+18 years) in Lancashire-12 **[See reference** 22**]** classified as overweight or obese, above the England estimate of 64%, although there is considerable variation across different districts. Without the Local Plan, these trends are expected to continue and potentially get worse, although there are some policies in the Core Strategy that will help improve people's health and wellbeing (e.g. Policy 23: Health) without implementation of the new Local Plan.
- Without the Local Plan, the health of the public would be expected to worsen if urbanisation and sprawl were left unchecked, such as the development of new property and commercial on greenfield land at the urban periphery. Therefore, access and enhancement of the natural environment needs to be improved to ensure Central Lancashire sustains a happy and healthy population.
- Although the Lancashire City Deal will help to boost employment levels, without the Local Plan, the delivery of essential facilities – including social, leisure and education, in addition to employment opportunities – may not be delivered in appropriate locations and may not be of sufficient quality and quantity to keep pace with demand. It is likely that levels of deprivation will continue unless regeneration takes places. Not enough residential development will come forward without a Local Plan and if development does come forward, it will not necessarily be in the most sustainable locations with easy access to services and facilities, limiting access.

## Relevant IA objectives

- IA4: Deprivation
- IA5: Equality

- IA6: Health
- IA7: Social infrastructure
- IA8: Education

## Buildings and heritage

### Key sustainability issue:

- Heritage plays an important role in sustainable development by supporting the local economy, creating a stronger sense of local community, and improving awareness, involvement, and understanding of the historic environment.
- Heritage assets can become at risk due to factors such as neglect, decay, and development pressures, therefore any development that has the potential to affect these assets should not detract from their historic setting and should aim to enhance the historic character of the area.

### Likely evolution without the new Local Plan

- If the Local Plan is not adopted, it is assumed that relevant policies in the adopted Core Strategy and National Planning Policy Framework would apply, which would provide guidance for managing development in relation to heritage assets. However, without the Local Plan, it is possible that Central Lancashire's numerous heritage assets, which include 11 heritage assets on the Heritage at Risk Register, would be adversely affected by inappropriate development, and the conditions of assets may worsen. It is acknowledged, however, that there has been a decrease in the number of heritage assets at risk in Central Lancashire. It is expected that this trend will continue, although the Local Plan does have a role to play in bringing improvements to the conditions of these assets.
- New development and infrastructure, in addition to environmental pressures, such as extreme weather and flooding, pose significant risks to heritage assets

in Central Lancashire. Flood-prone areas such as Walton-le-Dale, Higher Walton and Leyland contain numerous heritage assets. The requirement for development and infrastructure, and the likelihood for many environmental pressures, are likely to continue regardless of the Local Plan.

- The planning and listed buildings consent regime set out through national legislation will help to limit particularly adverse effects in relation to development that might otherwise affect heritage assets. However, these may not be sufficient, and more could be achieved with a new Local Plan. The Local Plan could draw on the most up-to-date evidence to ensure that new development is sited and designed so as to conserve, enhance, and encourage enjoyment of the historic environment. Without the Local Plan, development is more likely to come forward at locations of increased sensitivity for the historic environment.

### Relevant IA objectives

- IA16b: Historic environment

## Climate change

### Key sustainability issue:

- Climate change presents the potential for significant adverse effects on infrastructure in the Local Plan area, in addition to public health, built heritage, and the natural environment.

### Likely evolution without the new Local Plan

- Without the Local Plan, the significant housing development outlined in the Lancashire City Deal could be sited in inaccessible locations with limited access to the National Gird, restricting the integration of renewable energy, and increasing reliance on private vehicles. This would exacerbate traffic congestion and greenhouse gas emissions, in addition to air quality issues. Furthermore,

without the Local Plan, there is a greater risk of developments being located within or within close proximity of Air Quality Management Areas in Preston and South Ribble, where air pollution levels are already a concern, further deteriorating air quality and public health.

- However, national planning policy, such as the Zero Emission Vehicle Mandate, which requires 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035, may help reduce emissions associated with private vehicles. Additionally, without the Local Plan, the commitment of all three districts to become carbon neutral by 2030 will continue to apply and help to reduce carbon emissions across the plan area.
- Without the Local Plan, carbon emissions associated with energy use in buildings may be reduced, in response to the amended Building Regulations 2010 and implementation of the Future Buildings Standard from 2025 that requires $CO_2$ emissions from new build homes and other buildings, including offices and shops, to be 30% lower than current standards. This will be achieved through the installation of low carbon technology, such as solar panels and heat pumps, and using materials in a more energy efficient way to keep in heat. However, these national standards may not be sufficient, and more could be achieved with the Local Plan, particularly in relation to the design of new buildings and green infrastructure.

## Relevant IA objectives

- IA6: Health
- IA10: Air quality
- IA11: Biodiversity and geodiversity
- IA12: Climate change adaptation
- IA15: Energy and emissions

# Flooding

## Key sustainability issue:

- The effects of climate change across Central Lancashire are likely to result in extreme weather events (e.g. intense rainfall, prolonged high temperatures and drought) becoming more common and more intense.
- Flooding from increased rainfall and more intense storm events may lead to significant adverse impacts on utility, residential, industrial and transport infrastructure with subsequent economic consequences. There is potential for an increase in river flooding and also flooding from surface water runoff, which can overwhelm the local drainage and sewerage infrastructure. Damage to infrastructure may incur economic costs as well as social and public health implications as a result of distress and disruption caused.

## Likely evolution without the new Local Plan

- Without the new Local Plan, sites for development may be located in areas that are prone to the effects of climate change, such as in areas with a higher chance of flooding, particularly in Croston, Leyland and Whittle-le-Woods. Therefore, it is likely that people will continue to be at risk of flooding. This number is likely to increase as the effects of climate change continue to emerge. However, in terms of surface water flooding, the surface water hierarchy as defined in the NPPF/PPG will still apply. This could help mitigate some surface water flooding. The amount of development proposed in the Lancashire City Deal will, however, likely increase the number of greenfield sites lost to development and their subsequent ability to absorb flood water, contributing to flood risk.

## Relevant IA objectives

- IA12: Climate change adaptation

- IA13: Flood risk

## Economy

### Key sustainability issue:

- Weekly pay by place of residence in Central Lancashire is generally lower than that of the North West and Great Britain. One of the key areas identified in the Lancashire Strategic Economic Plan is the growth potential in the area. Preston and South Ribble, as part of the Lancashire City Deal Area alongside Chorley, need to be able to facilitate and drive change in the wider region, helping to boost employment levels and enable the development of new housing. Ensuring that Central Lancashire continues to offer a range of high skilled jobs and retains graduates is crucial to ensuring that unemployment does not increase, and by improving the local economy, social and health inequalities currently experienced in the region should be targeted.

### Likely evolution without the new Local Plan

- It is unclear how the job market will change without the implementation of the Local Plan. The degree of change in local circumstances will be influenced by economic issues at the national and international level. Without the Local Plan, employment growth is expected to continue, largely driven by the Lancashire City Deal, which aims to create 20,000 new jobs between 2014 and 2029. The City Deal will support improvements to the road networks to improve access to commercial centres, housing and employment areas, in addition to the development of employment sites, which includes a major strategic site at Cuerden.
- The allocation of future employment land and support for business growth may be less coordinated without a Local Plan, potentially resulting in poorly located employment opportunities and housing developments. This could result in increased commuting distances, higher traffic congestion, and missed

opportunities to align infrastructure with business needs, for example the diversification of the rural economy.

### Relevant IA objectives

- IA2: Employment

## Natural environment

### Key sustainability issue:

- Central Lancashire is rich in natural assets. Internationally, nationally and locally designated sites across the Local Plan area may be at risk from damage as a result of development pressure and associated human disturbance.
- There is one Ramsar/Special Protection Area (SPA), and seven Scientific Sites of Special Interest (SSSI) in Central Lancashire – some of which are in 'unfavourable' or 'declining' condition. These must be protected in accordance with appropriate legislation. At a local scale, developments should seek to support nature recovery including the establishment, enhancement, and extension of ecological networks within the plan area.

### Likely evolution without the new Local Plan

- Without the Local Plan, development may be sited inappropriately and adversely impact important habitats and biodiversity and geodiversity sites, particularly the Beeston Brook Pasture in South Ribble which has declined significantly over time. This may particularly be the case for certain industrial uses, such as manufacturing, which will generate air pollution with adverse effects on biodiversity. However, National Planning Policy including the Environment Act 2021, will help to address habitat loss and fragmentation through the introduction of the mandatory biodiversity net gain requirement on

all development. Further to this, important habitats and biodiversity and geodiversity sites will continue to receive statutory protection.

## Relevant IA objectives

- IA10: Air quality
- IA11: Biodiversity and geodiversity

## Key sustainability issue:

- Central Lancashire contains The Forest of Bowland National Landscape, recognised internationally as an important area for its heather moorland, blanket bog and rare upland birds. The landscapes of Chorley, Preston and South Ribble are made up of five distinct Natural Areas, which have important characteristics that need to be respected. The landscape character of Central Lancashire could be significantly harmed by inappropriate development through loss of undeveloped land to development, and erosion of landscape character.

## Likely evolution without the new Local Plan

- Without the Local Plan, it is assumed that the relevant policies from the adopted Core Strategy (2012) would remain in effect. This includes Policy 21 (Landscape Character Areas), which seeks to ensure that new development is well integrated into existing settlement patterns, and contributes to the conservation and enhancement of Landscape Character Areas. The National Character Area profiles, as developed by Natural England, will help to limit particularly adverse effects in relation to development that might otherwise significantly harm the landscape character types.
- However, without the Local Plan, is it possible that development may be inappropriately sited, potentially causing significant harm to the landscape areas of Central Lancashire. This includes the internationally recognised Forest of Bowland National Landscape, and several Landscape Character Areas, such as

the West Pennine Moors, Lower Ribble Valley, and Ribble Marshes. These areas are rated as areas of 'above ordinary' value, reflecting qualities that make them distinct from typical countryside.

### Relevant IA objectives

- IA16a: Landscape

## Land and natural resources

### Key sustainability issue:

- There is a full range of agricultural land in Central Lancashire, ranging from Grade 1 to Grade 5 (Grades 1, 2 and 3a are best and most versatile), which could be significantly harmed by inappropriate development. As well as loss of undeveloped land to development, indirect effects of development can also erode landscape character, while also generating noise and light pollution, in addition to recreational pressures.

### Likely evolution without the new Local Plan

- Without the Local Plan, there is a risk that best and most versatile agricultural land will be developed, particularly in relation to the northwest of the settlement of Leyland and to the west of the centre of South Ribble Borough, through to the west of Chorley District, which comprise Grades 1 and 2 agricultural land. Upland blanket bog, located on the moorland east of Chorley, is an effective carbon store. Without the Local Plan, it is likely that development would, in some instances, take place on areas of agricultural land, and upland blanket bog, which could limit continued agricultural activities and food production, as well as compromise carbon storage capabilities. Furthermore, the siting of development on inappropriate sites could intensify recreational pressure on sensitive landscapes in Central Lancashire, which include the moorlands. This would result in habitat degradation, and increased noise and light pollution.

## Relevant IA objectives

- IA17: Resources

## Key sustainability issue:

- Demand for development and growth in the Local Plan area will result in the need for sustainable land and natural resource management, including strengthening water administration.

## Likely evolution without the new Local Plan

- New development in Central Lancashire and associated water demand is likely to result in current water scarcity issues worsening, since water companies have a legal obligation to supply water to new developments. It is important to note that currently, there are no significant constraints on the availability of water. However, this trend may be affected by climate change.
- Part of the Darwen river in South Ribble is classed as 'poor' for ecological status and 'fail' for chemical status. Without the Local Plan, it is possible that unplanned development could be in areas that could lead to further water quality issues and risks to the natural environment. However, existing safeguards such as the Water Framework Directive would help to reduce the potential for this to occur.

## Relevant IA objectives

- IA14: Water
- IA17: Resources

## Key sustainability issue:

- Central Lancashire contains significant renewable energy infrastructure, including solar photovoltaics and wind installations. Key sites for onshore wind installation include the Mawdesley Moss onshore wind installation in Chorley, whilst there are a number of photovoltaic sites across Preston, South Ribble, and Chorley. Demand for development and growth in the Local Plan area will result in the need for sustainable natural resource management, particularly in relation to solar and wind energy.

## Likely evolution without the new Local Plan

- Without the Local Plan, it is expected that relevant policies from the adopted Core Strategy, notably Policy 28 (Renewable and Low Carbon Energy Schemes), and National Planning Policy Framework would remain in effect. Furthermore, existing sites, including at Caver Hay, and BAE Samlesbury Aerodrome, which that have already been developed for renewable energy generation, such as solar and wind installations, would continue to operate under the current framework.
- However, without the Local Plan, there is a risk that new renewable energy projects could be sited inappropriately, potentially leading to environmental degradation, and loss of character area, particularly in relation to Central Lancashire's Landscape Character Areas. Furthermore, in the absence of a Local Plan, opportunities to harness potential resource capacity of electricity and heat in Central Lancashire, could be missed.

## Relevant IA objectives

- IA15: Energy and emissions
- IA17: Resources

## Key sustainability issue:

- Central Lancashire contains a number of minerals of economic importance, including limestone, sand and gravel, and shallow coal. These resources

have been designated and safeguarded within Minerals Safeguarding Areas. These resources should not be lost or compromised by future growth.

## Likely evolution without the new Local Plan

- Without the Local Plan, there is a risk that increased development in Central Lancashire could conflict with the protection and sustainable management of economically important mineral resources. Inappropriate development has the potential to reduce access to these minerals, which would undermine their economic potential and long-term availability. Furthermore, potentially poorly planned mineral extraction in the absence of a Local Plan, could have consequences for biodiversity.

## Relevant IA objectives

- IA17: Resources

## Key sustainability issue:

- Central Lancashire has relatively low recycling rates, particularly in relation to Preston. A growing population will place increased pressure on waste management facilities and there will be a requirement to meet these growing needs.

## Likely evolution without the new Local Plan

- Without the Local Plan, waste sent for reuse, recycling, or composting may decrease, exacerbating the already low recycling rates in Central Lancashire, particularly in Preston. This could lead to a greater reliance on landfill and other less sustainable waste disposal methods, with consequences for the environment.

### Relevant IA objectives

- IA18: Waste

# The IA framework for the Central Lancashire Local Plan

**3.54** As described in **Chapter 2**, the relevant objectives established via the review of plans, policies and programmes, and the key sustainability issues identified by the baseline review, informed the framework of IA objectives against which the Plan has been assessed. The IA framework is detailed below. The final list under each objective, "SEA Topics", shows which of the topics specified in the SEA Regulations (see Chapter 1) are addressed by each IA objective.

## IA objective 1

**IA1:** Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, and tenures in locations to meet housing need, and to support economic growth.

## Assessment criteria – will the Central Lancashire Local Plan…

- Ensure an appropriate quantity and quality of housing land to meet the identified local need for market and affordable housing?
- Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local need and relevant to community requirements, and ensure adequate infrastructure is planned alongside this?

- Ensure housing need for specific groups in the community is provided for (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes). Ensure the rental market provides a sufficient mix of homes at the right pricing level to prevent homelessness?
- Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?
- Support improvements in the energy efficiency and resilience of the housing stock?

## SEA Topic(s)

- Material assets

# IA objective 2

**IA2:** Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation.

## Assessment criteria – will the Central Lancashire Local Plan…

- Meet current and future need for employment land across the plan area?
- Attract inward investment, particularly in the engineering sector?
- Revitalise local/town/city centres, and the rural economy?
- Support education and training to provide a suitable labour force for future growth, ensuring opportunities are available for all sectors of society?

- Provide sufficient employment land in locations that are well-connected and well-served by infrastructure, including digital?

## SEA Topic(s)

- Material assets

# IA objective 3

**IA3:** Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development.

## Assessment criteria – will the Central Lancashire Local Plan…

- Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?
- Improve transport connectivity?
- Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?

## SEA Topic(s)

- Material assets

# IA objective 4

**IA4:** Reduce levels of deprivation and disparity and levels of crime.

## Assessment criteria – will the Central Lancashire Local Plan…

- Reduce the proportion of people living in deprivation?
- Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?
- Integrate planning with transport, housing, environmental and health systems to address the social determinants of health in each locality?
- Design buildings and neighbourhoods so that they are safe, secure and welcoming, and reduce levels of crime?

## SEA Topic(s)

- Material assets
- Population
- Health

# IA objective 5

**IA5:** Promote equality of opportunity and the elimination of discrimination.

## Assessment criteria – will the Central Lancashire Local Plan…

- Foster good relations between different people, groups and communities, and promote social inclusion?
- Ensure equality of opportunity and equal access to facilities/infrastructure for all?
- Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?

## SEA Topic(s)

- Material assets
- Population

# IA objective 6

**IA6:** Support improved health and well-being of the population and reduce health inequalities.

## Assessment criteria – will the Central Lancashire Local Plan…

- Support healthier lifestyles and support improvements in determinants of health?
- Reduce health inequalities within the CLLP area and with the rest of England?
- Promote access to the natural environment and green space?

- Prioritise policies and interventions that both reduce health inequalities by improving active travel, providing good quality open and green spaces, improve the quality of food in local areas, and the energy efficiency of housing?
- Ensure that everyone has adequate access to good quality sports, recreation and open space provision, therefore policies should retain and improve existing provision?

## SEA Topic(s)

- Health

# IA objective 7

**IA7:** Ensure access to and provision of appropriate social infrastructure.

## Assessment criteria – will the Central Lancashire Local Plan…

- Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?
- Ensure sufficient access to educational facilities for all?
- Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?

## SEA Topic(s)

- Material assets
- Health

# IA objective 8

**IA8:** Support improved educational attainment and skill levels for all.

## Assessment criteria – will the Central Lancashire Local Plan…

- Improve education levels of children in the area, regardless of their background?
- Improve educational and skill levels of the population of working age?

## SEA Topic(s)

- Material assets
- Population

# IA objective 9

**IA9:** Promote sustainable modes of transport.

## Assessment criteria – will the Central Lancashire Local Plan…

- Reduce the need to travel and promote efficient and integrated patterns of movement?
- Promote an accessible, safe, sustainable and connected public transport network that reduces reliance on private motor vehicles?

- Support the use of sustainable and active modes of transport, including promoting cycling and walking for shorter journeys?

## SEA Topic(s)

- Material assets

# IA objective 10

**IA10:** Improve air quality.

## Assessment criteria – will the Central Lancashire Local Plan…

- Improve air quality within the CLLP area, particularly within the Air Quality Management Areas (AQMAs) and other air quality sensitive areas?
- Promote clean air strategies such as travel plans to reduce road travel and the use of clean vehicles, and reducing mortality rates directly attributed to air pollution?

## SEA Topic(s)

- Air

# IA objective 11

**IA11:** Conserve and enhance biodiversity, green infrastructure and geodiversity assets.

## Assessment criteria – will the Central Lancashire Local Plan…

- Provide opportunities to enhance new and existing wildlife and geological sites?
- Reduce fragmentation of protected sites by promoting green links and natural corridors?
- Restore and enhance nature, including appropriate mitigation against impacts on the natural environment, and a 'biodiversity net gain' for new developments?
- Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?
- Support, enhance and connect new and existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?
- Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?

## SEA Topic(s)

- Biodiversity, flora and fauna

# IA objective 12

**IA12:** Ensure communities, developments and infrastructure are resilient to the effects of climate change.

## Assessment criteria – will the Central Lancashire Local Plan…

- Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across the CLLP area?
- Ensure appropriate masterplanning of new developments to ensure climate change is considered from the outset and mitigation is planned in as part of the development?
- Strengthen the natural environment, including protecting and enhancing existing green infrastructure and introducing new natural spaces and green features in urban areas and buildings?

## SEA Topic(s)

- Climatic factors

# IA objective 13

**IA13:** Reduce the risk of flooding to people and property.

## Assessment criteria – will the Central Lancashire Local Plan…

- Prevent inappropriate development taking place in areas of flood risk?
- Ensure, where no alternative sites are available, that development in areas of flood risk have sufficient mitigation measures in place?
- Ensure adequate measures are in place to manage existing flood risk to ensure communities in those areas are resilient to flood risk?

- Ensure that development does not increase flood risk due to increased run-off rates, and encourage the use of SUDs?
- Ensure development is appropriately future proofed, including the design and placement of buildings, to accommodate future levels of flood risk including from climate change?

## SEA Topic(s)

- Climatic factors
- Water
- Health
- Material assets

# IA objective 14

**IA14:** Protect and improve the quality and availability of water resources.

## Assessment criteria – will the Central Lancashire Local Plan…

- Ensure compliance with the Water Framework Directive?
- Promote management practices that will protect surface and groundwater from pollution?
- Encourage water efficiency measures?
- Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?

## SEA Topic(s)

- Water

# IA objective 15

**IA15:** Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions.

## Assessment criteria – will the Central Lancashire Local Plan…

- Encourage reduction in energy use and increased energy efficiency?
- Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?
- Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across the CLLP area?
- Be carbon neutral by 2036?
- Support the move away from conventional fuel vehicles?

## SEA Topic(s)

- Climatic factors
- Air

# IA objective 16a

**IA16a:** Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area.

## Assessment criteria – will the Central Lancashire Local Plan…

- Improve the quality and character of the landscape (including protected landscapes such as the Forest of Bowland National Landscape), open spaces, and the public realm?
- Improve townscape and the built environment through good design and appropriate placement of buildings?
- Respect, maintain and strengthen local character, identity and distinctiveness?

## SEA Topic(s)

- Landscape

# IA objective 16b

**IA16b:** Conserve and/or enhance heritage assets and their setting.

## Assessment criteria – will the Central Lancashire Local Plan…

- Conserve and enhance the historic environment, including heritage assets (designated assets and locally listed assets) and their setting, and recognise the potential for (as yet unidentified / unrecorded) assets and archaeology?
- Promote appropriate management of heritage assets, based on local circumstances and individual characteristics, to ensure they remain in appropriate use?

## SEA Topic(s)

- Heritage

# IA objective 17

**IA17:** Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, while reducing land contamination.

## Assessment criteria – will the Central Lancashire Local Plan…

- Support the development of previously developed land and other sustainable locations?
- Protect the best and most versatile agricultural land / soil resources from inappropriate development, including the conservation of peat?
- Encourage the redevelopment of brownfield/previously developed land, properties, buildings and infrastructure, returning them to appropriate uses?

- Support reductions in land contamination through the remediation and reuse of previously developed land?

## SEA Topic(s)

- Material assets
- Soils

# IA objective 18

**IA18:** Promote sustainable consumption of resources and support the implementation of the waste hierarchy.

## Assessment criteria – will the Central Lancashire Local Plan…

- Support the principles of the circular economy?
- Support the sustainable use of physical resources?
- Promote movement up the waste hierarchy?
- Promote waste prevention and minimisation?

## SEA Topic(s)

- Material assets

# Chapter 4

# Integrated Assessment findings for the quantum and spatial strategy options

**4.1** This chapter presents the IA findings for the strategic options that have been considered for the Central Lancashire Local Plan.

## Housing quantum options

**4.2** The Central Lancashire Housing Study Update **[See reference** 23**]** identifies nine scenarios for assessing local housing needs, as it was considered that the Government's Standard Method may not adequately reflect each district's current and future demographic trends and market signals. The Housing Study Update excluded five of these nine scenarios, as they are based on trend-based projections which have been historically volatile in Central Lancashire and so are unlikely to accurately capture all circumstances to be considered in assessing actual housing needs. This left the following four scenarios:

- **Local Housing Need** (LHN) Baseline: 944 dwellings per annum (Chorley = 54% / Preston = 29% / South Ribble = 18%).
- **POPGROUP 5-Year** (10yr International Migration): 1,212 dwellings per annum (Chorley = 27% / Preston 54% / South Ribble 19%)
- **Employment-Led Projection** (2011 Commuting Ratio): 1,275 dwellings per annum (Chorley = 38% / Preston 30% / South Ribble 33%).
- **Employment-Led Projection** (1:1 commuting for new jobs): 1,237 dwellings per annum (Chorley = 33% / Preston = 36% / South Ribble = 31%).

**4.3** The last two of these four options have a very similar annual housing figure and distribution between the three authorities and so were grouped for the purposes of the IA. Overall, three options were subject to IA:

- Option 1: LHN Baseline – 944 dwellings per annum
  - Chorley = 54%
  - Preston = 29%
  - South Ribble = 18%
- Option 2: POPGROUP 5-Year (10yr International Migration) – 1,212 dwellings per annum
  - Chorley = 27%
  - Preston = 54%
  - South Ribble = 19%
- Option 3: Employment-Led Projection (2011 Commuting Ratio / 1:1 commuting for new jobs) – 1,237 to 1,275 dwellings per annum
  - Chorley = 33-38%
  - Preston = 30-36%
  - South Ribble = 31-33%

# IA objective 1: Housing

### Table 4.1: Housing quantum options for IA objective 1

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, and tenures in locations to meet housing need, and to support economic growth | ++? | ++? | ++? |

## Justification

- All three housing quantum options are based on the standard method for calculating housing need and so, as a minimum, are expected to meet the objectively assessed housing need in Central Lancashire. Therefore, all three options are expected to have significant positive effects in relation to this objective.
- Option 1 would deliver approximately 300 fewer houses than Options 2 and 3 and so would not have as much of a positive effect as Options 2 and 3 although is still considered to be significant. All effects are uncertain for a number of reasons. In particular, the options do not

provide detail regarding the mix of sizes, types and tenures that developers must provide nor do they specify development locations to allow this assessment to explore the extent to which the development will be within close proximity of employment opportunities so as to support economic growth.

# IA objective 2: Economy

### Table 4.2: Housing quantum options for IA objective 2

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation | +?/- | +?/- | +?/- |

## Justification

- The housing quantum options are expected to have some positive effects in relation to economic growth and job creation, as large-scale housing provision and in particular an affordable housing supply, may help revitalise town/village/city centres and attract a new labour force, bringing in new skills from all sectors. Development may also provide investment and contributions towards enhancing local industries, as well as driving demand for new and increased services such as bus routes, shops and recreational spaces – all which could boost job

creation. Therefore, all three options are expected to have minor positive effects in relation to this objective. These are uncertain as it is unknown whether large strategic sites will be allocated, as these types of sites tend to be the ones that provide investment opportunities and significant contributions towards the local economy.

- However, Central Lancashire has an identified need for a greater uptake of employment land, with higher levels of unemployment in Chorley and South Ribble compared with the national and regional average. Therefore, provision of a large number of new homes could place increased pressure for job opportunities both within and beyond the Plan area. Furthermore, a large quantum of housing could reduce the amount of land available for employment use and therefore decrease the councils' ability to meet employment land targets and provide sites which are well-connected by sustainable transport links and well-served by infrastructure. Therefore, all three housing need options are also expected to have minor negative effects in relation to this objective, resulting in mixed effects overall.

## IA objective 3: Transport and utilities

### Table 4.3: Housing quantum options for IA objective 3

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development | - | -- | - |

## Justification

- Large strategic sites have the potential to provide the infrastructure and funding needed to ensure that both transport and utility systems are delivered to support the new housing. However, it is unknown at this stage whether large strategic sites will be allocated.
- The provision of new large-scale housing development as proposed under all three options is likely to place increased pressure on the transport network such that it may become increasingly inefficient and unable to support the new influx of commuters and inhabitants. Development in and around Preston is likely to increase the number of cars on the road, with adverse effects on congestion. This is already identified as a challenge for Preston, which experiences high levels of road congestion at peak times on main routes alongside high emissions and poor air quality. Due to the fact Option 2 distributes a considerable amount of development to Preston, it is expected to have a significant negative effect in relation to this objective. Options 1 and 3 are expected to have minor negative effects.
- With regard to utilities and digital infrastructure, it is also likely that the increase in housing development will likely place pressures on infrastructure and the digital network, particularly where provision is poor.

# IA objective 4: Deprivation

### Table 4.4: Housing quantum options for IA objective 4

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA4: Reduce levels of deprivation and disparity and levels of crime | +? | +? | +? |

## Justification

- It is expected that the quantum of development under all three options would support the delivery of affordable housing and so all three options are expected to have minor positive effects in relation to this objective. This is particularly the case for Options 2 and 3 which seek to deliver the highest number of new homes, including affordable homes. However, the effects are not considered to be significant.
- All effects are uncertain as it is unknown whether development will be in the areas that need it the most, such as the deprived areas. The design of development is also not yet known and whether individual development schemes will design out crime or not.

# IA objective 5: Equality

### Table 4.5: Housing quantum options for IA objective 5

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA5: Promote equality of opportunity and the elimination of discrimination | +? | +? | +? |

## Justification

- The quantum of development under all three options would support the delivery of affordable housing and so all three options are expected to have minor positive effects in relation to this objective. This is particularly the case for Options 2 and 3 which seek to deliver the highest number of new homes, including affordable homes.
- All effects are uncertain as it will not be known until planning application stage whether individual development schemes will incorporate things like inclusive design so that they are accessible to all, including those with protected characteristics, in addition to fostering good relations between different people, groups and communities.

# IA objective 6: Health

### Table 4.6: Housing quantum options for IA objective 6

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA6: Support improved health and well-being of the population and reduce health inequalities | +?/- | +?/- | +?/- |

## Justification

- The delivery of a significant amount of housing development under all of these options has the potential to influence the health and wellbeing of the population in multiple capacities. Large-scale residential development may raise funds for and enhance a range of health and wellbeing services, including direct funding to healthcare services but also through the provision of good quality active travel routes, open spaces, sports and recreation grounds. These facilities and amenities will benefit the mental health and physical wellbeing of new and existing residents, as well as improving connectivity and permeability. For these reasons, minor positive effects are expected for all three options.
- Conversely, each option is also likely to increase pressures on existing healthcare services and infrastructure such as GPs, hospitals, dentists and opticians due to increased demand where new or expanded provisions are not established in line with new housing. Therefore,

all three options are also expected to have minor negative effects in relation to this objective. Considering short-term health impacts, large-scale residential development proposed under all three options could expose a high number of existing residents to noise and dust during the construction phase.

- Overall, all three housing need options are expected to have mixed minor positive and minor negative effects in relation to this objective. Due to the fact Option 1 provides around 300 fewer houses than Options 2 and 3, it will not contribute towards the minor positive effect as much as Options 2 and 3. All minor positive effects are uncertain as they are dependent on the location and design of development, and funding of pre-existing healthcare services. With regard to access to the natural environment and green space, this will largely depend on the location of development and the provision of green and active corridors, as well as sustainable, safe, frequent and affordable transport links.

# IA objective 7: Social infrastructure

### Table 4.7: Housing quantum options for IA objective 7

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA7: Ensure access to and provision of appropriate social infrastructure | +?/- | +?/- | +?/- |

## Justification

- New housing developments are likely to involve the delivery of onsite green infrastructure including open spaces, walking and cycling routes, and sports and recreation facilities. Further to this, a large number of new homes could support existing healthcare services by ensuring their viability and facilitating the provision of new healthcare services through increased demand and funding. Therefore, Options 1, 2 and 3 are all expected to have minor positive effects in relation to this objective.
- Conversely, the development of a large number of new homes under all three options could place increased pressure on existing social infrastructure, services and facilities, including schools, hospitals and GP surgeries. Therefore, the minor positive effects are coupled with minor negative effects.
- Overall, all three options are expected to have mixed minor positive and minor negative effects in relation to this objective. The minor positive effect for Option 1 is less pronounced than Options 2 and 3, due to the lower number of proposed housing units. Further to this, all minor positive effects are recorded as uncertain as while development is likely to benefit public health, this is only likely to occur where individual housing developments are large in size, rather than being determined by the overall quantum of housing development across the plan area. Effects are also dependent on location of development and the extent to which developers fund and enhance new and existing social infrastructure.

# IA objective 8: Education

### Table 4.8: Housing quantum options for IA objective 8

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA8: Support improved educational attainment and skill levels for all | +?/- | +?/- | +?/- |

## Justification

- The delivery of a large number of new homes under any of these three options could support school expansions and new sustainable transport options, which may improve access to schools from certain locations. In some cases, large-scale development may also support the viability of smaller schools in rural areas. Access to education has the potential to improve qualifications and skills levels amongst residents and so all three options are expected to have minor positive effects in relation to this objective.
- However, a large number of new homes being delivered under any of the three options could place increased pressure on existing schools that may not have the capacity to accommodate new pupils. This is likely to be more of a problem in the smaller settlements, as there are a limited number of secondary schools located within these settlements in rural areas, meaning that secondary schools elsewhere would have to accommodate the increased demand. Therefore, the options are also expected to have minor negative effects.

- All three options are expected to have mixed minor positive and minor negative effects in relation to this objective. As Option 1 proposes the fewest housing units, it is expected to place less pressure on existing services and so does not have as much of a minor negative effect as much as the other options. All minor positive effects are uncertain, as they depend on whether large strategic sites will be allocated which tend to generate the capital needed to support new education infrastructure. The minor negative effects are also uncertain, as it is unknown whether there will be capacity at existing schools to accommodate new pupils or not.

# IA objective 9: Sustainable transport

### Table 4.9: Housing quantum options for IA objective 9

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA9: Promote sustainable modes of transport | +?/-? | ++?/-? | +?/-? |

## Justification

- The provision of a large number of new homes may stimulate improvements in public transport links and services through increased demand, and help to fund new sustainable transport infrastructure. Commuter trends have revealed that there are relatively high levels of car ownership and reliance on private vehicles for commuting in Central Lancashire, and particularly for short journeys across South Ribble

and Chorley. The rural nature of South Ribble and Chorley results in high percentages of residents commuting into Preston and Manchester for work. Preston is more built-up and urban in nature, with many services and facilities within walking and cycling distance of one another, with easy access to public transport. Therefore, Option 2 which allocates most development to Preston, is likely to promote more walking and cycling than the other options and so receives a significant positive effect in relation to this objective. Options 1 and 3 are expected to have minor positive effects.

- However, the amount of development proposed under all three options is likely to increase the number of private vehicles on the road, particularly if development is located outside of settlements and in rural areas where there is limited public transport and people are not within walking or cycling distance of everyday amenities and places of work. Therefore, the three options are also expected to have minor negative effects in relation to this objective.
- Overall, Options 1 and 3 are expected to have mixed minor positive and minor negative effects in relation to IA objective 9, while Option 2 is expected to have a mixed significant positive and minor negative effect in relation to IA9. All effects are uncertain, as they depend on the location of development and connections to existing towns and transport links, in addition to the extent to which individual schemes may fund sustainable transport infrastructure, and design in active travel routes. It is also noted that use of sustainable and active travel modes depends on personal preference.

# IA objective 10: Air quality

### Table 4.10: Housing quantum options for IA objective 10

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA10: Improve air quality | +/- | +/- | +/- |

## Justification

- The amount of residential development proposed under all three options has the potential to stimulate and fund improvements to public transport infrastructure and also the green infrastructure network for walking and cycling routes, which will promote clean air and active travel strategies, while also reducing road travel. Therefore, all three options are expected to have minor positive effects in relation to this objective. The positive effect may be more pronounced under Option 2, which distributes a higher proportion of housing to Preston, which is considered a more sustainable location than Chorley and South Ribble in terms of proximity to key services and amenities, as well as existing public transport links. However, the effect is not considered to be significant.
- However, the provision of a large number of new homes under any of the three options will inevitably increase the number of private vehicles on the road, with an associated increase in air pollution. This is particularly the case if development is located outside of the larger settlements and in rural areas, away from everyday amenities and places of work, which would require a high level of car use. In addition, significant new residential development could result in existing residents being impacted by construction dust in the short-term. Therefore, all

three options are also expected to have minor negative effects in relation to this objective. These negative effects may be more pronounced under Options 2 and 3, which propose a higher quantum of development than Option 1, although again this is not considered to be a significant effect. Option 3 is likely to contribute the most towards this minor negative effect, as it directs a greater proportion of housing to South Ribble which is more rural and disconnected by public transport, and so will likely increase people's reliance on private cars.

- Overall, all three options are expected to have mixed minor positive and minor negative effects in relation to this objective.

# IA objective 11: Biodiversity and geodiversity

### Table 4.11: Housing quantum options for IA objective 11

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets | --? | --? | --? |

## Justification

- The three local authorities are characterised by a variation of nationally and locally designated and non-designated biodiversity and geodiversity assets. The north of Preston is characterised by the Forest of Bowland National Landscape and there are numerous local geodiversity sites across Chorley, including Chorley Moraine, Cuerden Valley Park and Black Brook. There is also a considerable proportion of deciduous woodland in central and east Chorley, as well as the extensive swaps, heathland and fens associated with Rivington's country park and garden. Western South Ribble also contains extensive coastal saltmarsh which surrounds the banks of the River Ribble. Where the River Ribble separates Preston and South Ribble Borough, there are numerous areas of deciduous woodland, coastal grazing marsh and conservation areas.
- The larger the housing target, the less selective the councils can be with regards to locating sites where adverse impacts on biodiversity can be avoided. In addition, a larger housing target would bring more residents to the area, which may result in greater pressure on biodiversity in terms of recreation activities, depletion of water resources and urban effects. While new development would be required to deliver biodiversity net gain, acquisition of off-site credits may remove the biodiversity benefits from the area. Further, new development would increase fragmentation of green corridors and nature-rich sites, adversely impacting the health of habitats, species and wildlife in the area as a whole. Therefore, all options are expected to have significant negative effects in relation to IA objective 11. As Option 1 proposes a smaller number of housing units than Options 2 and 3, the effect may be less significant, although is still considered to be significant. It does, however, allocate the majority of housing to Chorley and so may have a greater effect in comparison to Option 2, which allocates the majority of housing to Preston.
- All effects are uncertain, as actual effects will depend on the location and design of residential schemes rather than the overall housing quantum.

# IA objective 12: Climate change adaptation

### Table 4.12: Housing quantum options for IA objective 12

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA12: Ensure communities, developments and infrastructure are resilient to the effects of climate change | -? | -? | -? |

## Justification

- The key future climate change risks in Central Lancashire are increased flood events, drought and extreme heat. The large quantum of housing development associated with each option is likely to increase flood risk, particularly if the councils have to allocate sites within Flood Zones 2 and 3. Additionally, an increase in built development can result in a loss of permeable land, which can increase flood risk more widely. A large amount of new development is also likely to weaken the natural environment, including dismantling or harming existing green infrastructure, natural spaces and green features in urban areas. This will reduce resilience during hot weather and flooding and exacerbate the urban heat island effect. As the three options deliver a comparable amount of new housing, each option is expected to have a minor negative effect in relation to IA objective 12.

- The extent of these negative effects is uncertain as they largely depend on the location of development and design of schemes, such as whether they incorporate SuDS or not.

# IA objective 13: Flood risk

### Table 4.13: Housing quantum options for IA objective 13

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA13: Reduce the risk of flooding to people and property | -? | -? | -? |

## Justification

- The provision of a large number of new homes under any of the three options has the potential to increase flood risk to people and property, particularly if the development is located within or near Flood Zones 2 and 3. Additionally, new development may increase the risk of flooding more widely by reducing the amount of permeable land. All of the authorities contain a number of areas that fall within Flood Zones 2 and 3, associated with main watercourses, waterbodies and estuaries, which are at a high risk of flooding. The NPPF discourages the development of housing within areas at the highest risk of flooding. Development may be able to incorporate surface water management measures, such as SuDS to address the existing flood risk as well as that generated by development.

- Options 2 and 3 would deliver a higher number of housing units than Option 1 and therefore have more pronounced negative effects in terms of reducing the amount of permeable surfaces in Central Lancashire, increasing surface run-off and putting more places and communities at risk of flooding. Moreover, the larger housing targets could limit the councils' ability to allocate sites with a lower flood risk. However, there are extensive areas within all three authorities that are outside of high flood risk areas. A minor negative effect is therefore expected in relation to IA objective 13 for Options 2 and 3. Despite having a lower housing target, Option 1 is also expected to have a minor negative effect as it will also deliver large-scale development but to a marginally lower extent. Notably, Option 2 would deliver the highest proportion of housing (approximately 70%) in Preston and South Ribble which may increase negative effects due to the widespread flood risk associated with the River Ribble, which flows between both authorities.
- All of the effects are recorded as uncertain because the location of development is largely unknown and the extent of negative effects will also be influenced by the detailed design of developments, including whether sustainable water management measures are implemented.

# IA objective 14: Water

### Table 4.14: Housing quantum options for IA objective 14

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA14: Protect and improve the quality and availability of water resources | -? | --? | -? |

## Justification

- The delivery of large-scale housing development across the three local authorities is likely to cause adverse effects to the quality of the area's surface and groundwater stores and waterbodies, particularly where an influx of foul water puts increasing pressure on the sewage network. Similarly, increased water consumption as a result of the growing demand may cause supply deficits and over abstraction of local water sources. This has the potential to harm the health of the region's water environments, including Chorley's reservoirs, Preston's Source Protection Zones (SPZs) and South Ribble's coastal saltmarsh and fens. With the threat of climate change and the subsequently more frequent occurrence of drought conditions and flood events, development must implement water efficiency measures, contribute to the growth of existing and new wastewater treatment works and be suitably located so to reduce harm to the quality of local waterbodies and their surrounding environment.
- Option 2 distributes 54% of all new housing development to Preston compared to 28% under Option 1 and around 30% in Option 3. As most of Preston falls within SPZs, including six inner protection zones, it is likely that the housing development set out within Option 2 may impact upon drinking water abstraction. Therefore, Option 2 is expected to have a significant negative effect in relation to IA objective 14. Options 1 and 3 are expected to have minor negative effects due to the likely impact of large-scale development on the health of the water environment and increased water consumption particularly in relation to the SPZ, fenland, marshland and River Ribble landscapes in South Ribble and the rivers, canals and string of reservoirs in Chorley. It is noted that these options receive minor effects instead of significant effects, as unlike Option 2 they do not contain as many (or any) SPZs.
- All effects are uncertain, as it is unknown where development will be located and if it will be within an area containing a sensitive water environment or not.

# IA objective 15: Energy and emissions

### Table 4.15: Housing quantum options for IA objective 15

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA15: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions | -? | -? | -? |

## Justification

- With regard to renewable/low-carbon energy and energy efficiency measures, large-scale residential developments are more likely to incorporate renewable energy sources and energy saving measures than small-scale residential developments because such schemes are more financially viable at larger sites. While the quantum of housing under each option is known, it is unknown whether these homes will be delivered as part of large-scale or small-scale schemes and also if energy efficiency and renewable technologies will be incorporated into the design of development. This is determined by individual developers at application stage and in accordance with Local Plan policies and strategies, which are currently under development.
- It is likely that the large-scale increase in housing proposed by each option will result in an increase in greenhouse gas emissions associated with higher energy demands and an increased number of private vehicles and car journeys. Transport-related increases in emissions will be

particularly prevalent if development is located outside of settlements and in rural areas, away from essential amenities and places of work. Although new, large-scale development could also stimulate and fund new sustainable transport links and improve existing ones, there is still likely to be a net increase in private car use and associated emissions. All options are therefore expected to have minor negative effects against IA objective 15, with Option 1 having a slightly lesser impact due to it proposing a fewer number of homes.

- All effects are uncertain, as the scale and design of future development, such as whether it incorporates renewable/low-carbon energy and energy efficiency measures, is unknown.

# IA objective 16a: Landscape

### Table 4.16: Housing quantum options for IA objective 16a

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA16a: Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area | -? | --? | -? |

## Justification

- The Forest of Bowland National Landscape, located in the north of Preston, is the only National Landscape in Central Lancashire. There are a number of registered parks and gardens located near to the main market towns and core villages in Central Lancashire, in addition to numerous listed buildings and open spaces which help establish the distinctiveness, character and identity of the area.
- The large-scale residential development proposed by each option could affect the surrounding landscape character. Due to the presence of the Forest of Bowland National Landscape and the fact Option 2 allocates 54% of proposed housing to Preston, it is expected to have a significant negative effect in relation to IA objective 16a. Options 1 and 3 are expected to have minor negative effects.
- However, all effects are uncertain as they will depend on the precise location and design of individual housing developments which is unknown at this stage.

# IA objective 16b: Historic environment

### Table 4.17: Housing quantum options for IA objective 16b

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA16b: Conserve and/or enhance heritage assets and their setting | -? | --? | -? |

## Justification

- Designated historic assets including listed buildings, conservation areas, scheduled monuments and registered parks and gardens are spread across the three local authority areas. Across Preston, the urban area has a large number of listed buildings, conservation areas and seven registered parks and gardens as well as a number of listed buildings and scheduled monuments scattered across the northern half of the authority. South Ribble has fewer listed buildings, one registered park and garden in Reyland and eight conservation areas. Chorley has many listed buildings, clustered in the market towns and core villages. Multiple conservation areas cover the towns and there are four registered parks and gardens.
- All three options would involve significant residential development which could occur within close proximity of heritage assets, affecting their settings. However, the higher proportion of housing allocated in Preston by Option 2 would likely push the councils to allocate sites within close proximity to designated heritage assets and perhaps disrupt their settings and individual characteristics. Therefore, a significant negative effect is expected in relation to IA objective 16b for Option 2, while minor negative effects are expected for Options 1 and 3.
- All effects are uncertain as they will depend to a great extent on the location of development, scale and design.

# IA objective 17: Resources

### Table 4.18: Housing quantum options for IA objective 17

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, while reducing land contamination | --? | -? | --? |

## Justification

- While it is uncertain whether the new large-scale housing development proposed under each option will lead to a considerable amount of encroachment onto best and most versatile agricultural land, greenfield sites or brownfield sites, it is likely that the future sites will require some construction on undeveloped land. This may particularly be the case for Options 1 and 3 which allocate more development than Option 2 to South Ribble and Chorley, which are more rural areas and unlike Preston, also contain some areas of Grades 1 and 2 agricultural land (Grades 1, 2 and 3a agricultural land are considered best and most versatile agricultural land). Therefore, Options 1 and 3 are expected to have significant negative effects in relation to IA objective 17, while Option 2 is expected to have a minor negative effect. It

is noted, however, that although Preston contains the most urban land, Chorley also contains a large swathe of Grade 4, Grade 5 and non-agricultural land to the east. As such, depending on the location of development, the negative effect may not be as significant for Option 1 than Option 3, as Option 1 allocates most development (54%) to Chorley.

- It is unknown whether reductions in land contamination will be achieved through these housing quantum options, as reductions in land contamination will largely depend on the location of development and land remediation undertaken as part of the development.
- Overall, all effects are uncertain as it is unknown where development will be located, such as on greenfield land, brownfield land or best and most versatile agricultural land.

# IA objective 18: Waste

### Table 4.19: Housing quantum options for IA objective 18

| **IA objective** | **Option 1:** LHN Baseline | **Option 2:** POPGROUP 5-Year (10yr International Migration | **Option 3:** Employment-Led Projection (2011 Commuting Ratio) / (1:1 commuting for new jobs) |
|---|---|---|---|
| IA18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy | ? | ? | ? |

## Justification

- An increase in the number of homes in an area will result in a proportionate increase in waste generation. However, this IA objective considers the sustainable management of the waste that is generated, rather than the total volume of waste generation across the Local Plan area. The amount of resource consumption and waste generated and recycled per head in Central Lancashire will not be affected by the total amount of housing development proposed in the Local Plan. The effects of residential development on this objective will be determined by design (e.g. the use of existing materials to contribute to a circular economy) and onsite waste management practices and therefore, all three options have an uncertain effect in relation to this IA objective.

# Summary of housing quantum options

**4.4** The housing quantum options perform very similarly against the IA objectives overall, as all would deliver a significant amount of new housing which in general would have potential negative effects on the environmental IA objectives, while effects on the social and economic IA objectives are more positive for all three options. While Option 1 would deliver less housing than Options 2 and 3, the amount would still be considerable, meaning that in many cases the headline IA findings (i.e. whether effects are positive or negative, minor or significant) are the same across the three options despite nuances existing within those categories of effect.

**4.5** While specific sites for housing are not known or appraised in relation to these options, the broad distribution of housing numbers between the three authorities has been taken into consideration. The fact that Option 2 would deliver a considerable amount of development within Preston means that the effects on a number of the IA objectives would be more negative due to the constraints there in relation to traffic congestion, Source Protection Zones, landscape and heritage. However, Preston is less constrained in relation to agricultural land quality, meaning that Option 2 performs more positively in relation to IA objective 17 than Options 2 or 3.

**4.6** Overall Option 2 performs most poorly against the IA objectives, while Options 1 and 3 perform similarly.

## Preferred approach

**4.7** The Councils considered that a range of indicators continued to comprehensively support the conclusion that housing need within Central Lancashire exceeds the result of the Government's Standard Method (pre-December 2024) and intended to take forward Option 3. Following publication of the updated NPPF in December 2024, the annual housing requirement for Central Lancashire has been increased slightly to 1,314 dwellings per annum in order to achieve 80% of the local housing need using the new standard method formula, in accordance with the transitional arrangements.

# Employment quantum options

**4.8** The Central Lancashire Employment Land Study **[See reference** 24**]** identifies the need for 172.87ha employment land for Central Lancashire, the breakdown of which is presented below. No alternatives to these were identified and so were not subject to IA.

- Chorley: 41.45ha
- Preston: 74.43ha
- South Ribble: 56.99ha

# Spatial strategy options

**4.9** The Central Lancashire Authorities (CLAs) identified the following spatial strategy options:

- **Option 1**: Roll forward the current approach – The existing spatial strategy identifies a hierarchy of settlements, based upon availability and accessibility to services and facilities, with the urban areas and villages considered to be the most appropriate locations for new homes and jobs. Through this option the main focus for new development would remain on the urban areas (Preston and South Ribble) and towns (Chorley and Leyland/Farington) complimented by a lesser focus on urban and rural local service centres. This approach would maintain the current urban structure of a connected grouping of towns and villages along key communication routes.
- **Option 2**: Urban intensification – Focused on the established settlement hierarchy structure, this option would involve intensification of land use, higher densities, taller buildings and changes of existing land use particularly within the larger existing urban areas and towns. City/town/local and district centres and/or public transport corridors and facilities would provide a spatial focus for intensification, as opposed to a uniform approach.
- **Option 3**: More urban extensions – This option would concentrate more development on the Preston and South Ribble Urban Area and the towns of

Leyland and Chorley by providing further urban extensions. Public transport corridors and interchange facilities (such as rail stations and park & ride facilities) would provide the locational focus for additional extensions and this approach could support new facilities such as Park and Ride interchanges and rails stations.

- **Option 4**: A more dispersed (transport led) pattern of development – This distribution of growth would still be based on the tiers in the hierarchy. It would involve more development taking place lower down the hierarchy, in the settlements in the lower tiers – urban and rural local service centres, and smaller rural villages and hamlets. The settlement hierarchy reflects the relative sustainability of settlements. To support a more sustainable pattern of development public transport corridors could be identified as an overall focus for identifying which settlements lower down the hierarchy should be included. More settlements would cumulatively provide a focus for growth, in effect as a linked/series/chain of settlements. Green and blue infrastructure connections and networks could also shape the spatial focus.
- **Option 5**: A new settlement (s) – A new location for development. This option would add to the settlement hierarchy with new development and supporting infrastructure. A smaller new settlement could work in combination in particular with options 2 and 3. Existing or new public transport corridors and interchange facilities (such as rail stations and park & ride facilities) could provide the locational focus for a new settlement (or the significant expansion of an existing settlement).

**4.10** The following pages detail the Integrated Assessment of the spatial distribution options for Central Lancashire Local Plan.

# IA objective 1: Housing

### Table 4.20: Spatial distribution options for IA objective 1

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, and tenures in locations to meet housing need, and to support economic growth | + | +/- | +? | +? | + |

## Justification

- **Option 1:** By rolling forward the existing approach, development will continue to be concentrated in areas higher up the settlement hierarchy. These urban areas (Preston and South Ribble) and towns (Chorley and Leyland/Faringdon) are already well-supported by infrastructure, making them suitable for accommodating higher population growth. Additionally, the focus on urban areas, towns and to a lesser extent urban and rural local service centres will allow a more balanced distribution of housing across both urban and rural areas. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.

- **Option 2:** Urban intensification allows for the delivery of housing in the larger existing urban areas and towns, which tend to be well-connected with good access to necessary infrastructure, while alleviating pressure on sensitive greenfield land in more rural areas. However, while higher density development under this option can meet a portion of housing demand, development would likely comprise a higher proportion of flats and so this option is less likely to provide adequate family-sized homes or meet the specific housing needs of groups like older people, families or those looking to self-build due to more restrictive land availability. Overall, Option 2 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 3:** Similarly to Option 2, this option allows for housing delivery in well-connected areas (Preston and South Ribble Urban Area, Chorley and Leyland) with good access to necessary infrastructure. However, there is sometimes a shortage of land surrounding urban areas which means there could be limitations in terms of accommodating growth via urban extensions, and the mix of sizes, types and tenures of housing, including housing to meet the needs of different groups. Overall, Option 3 is expected to have a minor positive effect in relation to IA objective 1. There is some uncertainty associated with this effect, as it is unknown whether there will be sufficient land to meet accommodation needs through urban extensions. Overall, Option 3 is expected to have an uncertain minor positive effect in relation to this objective.
- **Option 4;:** This option would increase housing delivery across a broader area, ensuring that smaller settlements also contribute to meeting housing needs and so address housing demand in rural areas. This would reduce pressure on larger towns and urban areas. However, delivering housing in smaller, dispersed locations may face viability challenges due to the lack of existing infrastructure and limitations in market forces, such as a lack of interest from developers in smaller settlements. Additionally, this option would likely result in a loss of greenfield land to accommodate this dispersed pattern of development. Overall, Option 4 is expected to have a minor positive effect in relation to this objective. There is some uncertainty against this effect, as it is unknown how deliverable this option will be and whether it will result in the delivery of the required number of new homes or not.
- **Option 5:** A new settlement can provide a flexible response to local housing needs. By designing housing at various scales, this option can meet diverse needs including affordable housing, family homes, housing for the elderly and specialist housing. Since development is planned from the outset, it is easier to ensure that the housing mix aligns with current and future local need. However, as the new settlement

would be in a single location, development would not cover as broad an area as it does under Option 4. Overall, Option 5 is expected to have a minor positive effect in relation to this objective.

# IA objective 2: Economy

### Table 4.21: Spatial distribution options for IA objective 2

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation | + | +/- | + | + | + |

## Justification

- **Option 1:** Maintaining the existing approach allows the continued development of employment land in well-established urban areas and towns, in addition to urban and rural local service centres. The Preston and South Ribble Urban Area, Chorley and Leyland/Farington are economically active areas with good connectivity, which makes them attractive to businesses. The clustering of employment in these areas may promote economic growth and reduce the need for long commutes. Additionally, encouraging development in urban areas and towns,

in addition to rural local service centres is likely to aid in revitalising local/town/city centres. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.

- **Option 2:** Concentrating development in urban areas and towns, in addition to city/town/local and district centres can revitalise local economies, particularly by attracting inward investment in Central Lancashire's economically popular sectors like retail. It also encourages the provision of well-connected employment land near public transport corridors and facilities, fostering new job opportunities and economic growth. Further to this, encouraging development in urban areas and towns is also likely to aid in revitalising their town centres. However, employment land in rural areas may be under provided due to the focus of this option on urban areas and towns, potentially limiting opportunities for rural economic diversification. Overall, Option 2 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 3:** Urban extensions provide a good opportunity to allocate employment land near existing urban centres, where employment centres are more likely to grow due to access to a larger workforce and better transport links. However, striking a balance between sufficient land for employment use alongside land for residential development near to urban areas will require consideration. It is noted that alternatively this option could lead to the creation of new mixed-use developments that combine residential and employment spaces. Additionally, encouraging development close to urban areas and towns, in addition to rural service centres is likely to aid in revitalising their town centres. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** The development of employment land in dispersed locations could encourage local economic growth, supporting businesses in smaller settlements and providing local job opportunities in more rural areas. Transport links between these settlements would enhance accessibility to employment hubs, although it is noted that under this option a lot of jobs would be located away from the main centres of population. Overall, Option 4 is expected to have a minor positive effect relation to this objective.
- **Option 5:** A new settlement can incorporate well designed employment areas, potentially attracting businesses and industries. New employment hubs could be located along existing public transport corridors and interchange facilities, benefiting from good connectivity to surrounding regional markets. However, jobs growth would be less dispersed and would only benefit the area of the new settlement. Overall, Option 5 is expected to have a minor positive effect in relation to this objective.

# IA objective 3: Transport and utilities

### Table 4.22: Spatial distribution options for IA objective 3

| IA objective | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development | + | + | + | ++ | ++ |

## Justification

- **Option 1:** The current approach supports growth within a connected grouping of towns and villages along key communication routes. This suggests that the hierarchy of settlements under this option is well-served by public transport. It is also assumed that these areas have the utilities infrastructure required to support growth. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** Focusing growth along public transport corridors and facilities will ensure connectivity and reduce reliance on private vehicles, encouraging sustainable travel modes. Urban areas typically have the infrastructure capacity to handle intensified development, including utilities and digital infrastructure. However, urban intensification could also risk straining existing transport and utility networks without careful

planning. Rural areas may not receive associated investments in infrastructure and enhancements, if attention is disproportionately given to urban areas. Overall, Option 2 is expected to have a minor positive effect in relation to this objective.

- **Option 3:** Concentrating growth around urban areas, public transport corridors and interchange facilities reduces reliance on private vehicles, encouraging sustainable travel modes. It is also assumed that under this option, urban extensions can capitalise on the higher infrastructure capacity to handle intensified development in urban areas, including utilities and digital infrastructure. However, like Option 2, urban extensions may place additional strain on existing transport networks. Without adequate investment, increased congestion could occur. New development must therefore ensure that transport infrastructure keeps pace with the growth in population and demand. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** This option seeks to support a more sustainable pattern of development. The option suggests that public transport corridors could be identified as an overall focus for identifying which settlements lower down the hierarchy should be a focus for growth, including urban and rural local service centres and smaller rural villages and hamlets. Investment in bus routes, rail links and active travel infrastructure could reduce car dependency and provide equitable access to services. Public transport connections could support the long-term sustainability of smaller settlements. It is also noted that this option promotes green and blue infrastructure connections and networks, which may also include active travel routes for walking and cycling. Additionally, focussing development in smaller and more rural settlements may contribute towards addressing the imbalance of poor digital infrastructure in these locations. Overall, Option 4 is expected to have a significant positive effect in relation to this objective.
- **Option 5:** This option allows for integrated transport planning from the outset, ensuring that public transport corridors form the basis of the new settlement. The inclusion of park-and-ride facilities, cycling infrastructure and greater opportunities for walking could reduce private car dependency. Utilities, including digital infrastructure, can also be designed for future needs. Overall, Option 5 is expected to have a significant positive effect in relation to this objective.

# IA objective 4: Deprivation

### Table 4.23: Spatial distribution options for IA objective 4

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA4: Reduce levels of deprivation and disparity and levels of crime | + | + | + | +/- | ++/- |

## Justification

- It is considered that the spatial distribution of development is unlikely to affect crime levels, under these options. However, it is possible to comment on the opportunities that each option will create for regenerating deprived areas within Central Lancashire.
- **Option 1:** This option maintains focus on Central Lancashire's urban areas, which experience the highest levels of deprivation. This includes urban areas such as Preston and towns such as Chorley. Concentrating new housing and employment opportunities in these locations could help regenerate deprived areas and provide more social and economic opportunities. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** Intensifying urban areas, especially along public transport corridors and facilities, may reduce social inequalities by improving access to jobs, services and affordable housing. Concentrating development in deprived areas can serve to revitalise them, potentially

reducing crime and enhancing community safety. However, it is noted that crime levels may rise if higher density developments are not designed with safety in mind. Overall, Option 2 is expected to have a minor positive effect in relation to this objective.

- **Option 3:** Focusing development on urban extensions could help regenerate deprived areas by creating new housing, employment and services, provided the urban extension is within an area that experiences deprivation. By integrating these areas into the wider urban area, opportunities for economic and social inclusion could increase. The development of well-connected, accessible neighbourhoods could reduce isolation and improve social mobility. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** Dispersing growth across smaller settlements could reduce deprivation in rural areas by providing housing, services and employment closer to these populations. However, this option will reduce development in urban areas, which suffer from the highest levels of deprivation in Central Lancashire. Overall, Option 4 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 5:** A new settlement offers the opportunity to create mixed communities and minimise deprivation by integrating affordable housing, employment opportunities and social infrastructure from the outset. Considerate planning could reduce inequality and foster social cohesion and crime prevention measures can be incorporated into design. However, like Option 4, this option would mean that opportunities to achieve regeneration through development in existing urban areas are limited. Overall, Option 5 is expected to have a mixed significant positive and minor negative effect in relation to this objective.

# IA objective 5: Equality

### Table 4.24: Spatial distribution options for IA objective 5

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA5: Promote equality of opportunity and the elimination of discrimination | +/- | +/- | + | + | + |

## Justification

- Option 1: The current approach promotes social inclusion by prioritising development in areas that are already well served by public transport, healthcare and other essential services, making it easier for vulnerable and disadvantaged groups to access opportunities and facilities. However, while urban centres may benefit from new developments, smaller communities could face unequal access to housing, employment, and services due to the option's lesser focus on rural local service centres. If the strategy continues to focus on urban areas, disparities between urban and rural communities may widen. Overall, Option 1 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- Option 2: By promoting development in well-connected urban areas, this option can support social inclusion and reduce spatial inequality. The focus on central locations ensures better access to services and infrastructure, promoting equality of opportunity. However, there is potential for urban intensification to result in smaller living spaces or poor quality housing, delivered through permitted development rights.

There could also be a loss of open space to accommodate housing, increasing inequality in access to open space. Further to this, urban intensification may benefit urban residents more than rural populations, potentially widening inequalities between different geographic areas. Those living outside of intensified areas may face challenges in accessing services. Overall, Option 2 is expected to have a mixed minor positive and minor negative effect in relation to this objective.

- Option 3: Urban extensions provide an opportunity to incorporate inclusive design on a site that already has good access to jobs and services. By concentrating development near urban centres, residents can benefit from proximity to public transport, healthcare, education and other essential services. This option could support more equitable access to opportunities through the creation of mixed communities, especially for low-income or disadvantaged groups. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- Option 4: By distributing development more evenly across rural and urban centres, this option could promote more inclusive growth, ensuring that smaller settlements are also considered. Public transport improvements would enhance access to opportunities for those with limited mobility or income. Overall, Option 4 is expected to have a minor positive effect in relation to this objective.
- Option 5: New settlements can be designed with inclusivity in mind, ensuring equal access to infrastructure, facilities and opportunities for all community members, including groups with protected characteristics. A new settlement also creates potential opportunities for self and custom building, which enables people to build homes to meet their own needs, such as accessible accommodation. Development under this option is also more likely to incorporate open space into its design, ensuring people have access to open space for health and wellbeing benefits. This decreases inequalities in access to open space. Overall, Option 5 is expected to have a minor positive effect in relation to this objective.

# IA objective 6: Health

### Table 4.25: Spatial distribution options for IA objective 6

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA6: Support improved health and well-being of the population and reduce health inequalities | + | +/- | +/- | + | +? |

## Justification

- **Option 1:** Urban areas and towns can better support healthy lifestyles, as they tend to have good access to healthcare and recreational facilities. Additionally, amenities tend to be within easy walking distance of one another and so levels of active travel may be higher. Under the current strategy, concentrated development in well-connected areas may improve access to services and reduce health inequalities. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** Urban intensification can improve health outcomes by promoting active travel such as walking and cycling and enhancing access to health services and recreational facilities. However, it is noted that higher density development might result in overloaded health services if these are not expanded in line with population growth. Higher density development may also reduce access to green spaces if not well planned, potentially impacting residents' mental and physical health. Intensification should ensure that green infrastructure and recreational

areas are preserved and improved. Overall, Option 2 is expected to have a mixed minor positive and minor negative effect in relation to this objective.

- **Option 3:** Similarly to Option 2, urban extensions can improve health outcomes by providing good access to healthcare and recreational facilities. However, the expansion of land surrounding urban areas could strain existing healthcare services. Overall, Option 3 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 4:** This option could improve access to healthcare and recreational facilities in rural areas, enhancing health and wellbeing. Green infrastructure networks could also provide health benefits through exposure to green spaces, promoting opportunities for increased levels of physical activity and contact with nature. However, dispersed development is likely to discourage active travel. Overall, Option 4 is expected to have a minor positive effect in relation to this objective.
- **Option 5:** New settlements can be planned to promote healthier lifestyles by integrating high-quality green spaces, recreational areas and active travel routes. Access to health services can be promoted through planned locations for healthcare facilities and the overall environment can contribute to reduced health inequalities through equitable distribution of resources and amenities. However, there is a risk of existing healthcare facilities in the area being overloaded if new facilities are not provided in step with new housing. Overall, Option 5 is expected to have a minor positive effect in relation to this objective, with some uncertainty.

# IA objective 7: Social infrastructure

### Table 4.26: Spatial distribution options for IA objective 7

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA7: Ensure access to and provision of appropriate social infrastructure | + | +/- | + | + | +? |

## Justification

- **Option 1:** Urban-centred development under this option, as a result of its proximity to amenities, promotes access to education and social facilities. This option further supports access to social infrastructure in smaller urban and rural local service centres, however this is to a lesser extent. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** Urban areas and towns generally offer better access to educational facilities and community infrastructure due to their availability of resources (e.g. well-equipped schools and libraries), which are critical to supporting population growth. Intensification can concentrate resources and make service provision more efficient. However, growth without expansion of social infrastructure may result in strained education services and social infrastructure, if facilities are not provided in line with population increases. Overall, Option 2 is expected to have a mixed minor positive and minor negative effect in relation to this objective.

- **Option 3:** Similarly to Option 2, as urban centres generally offer better access to educational facilities and community infrastructure, concentrating growth near urban centres would provide residents greater access to these while providing opportunity to develop new social infrastructure. Consequently, the expansion of urban areas will increase demand for social services and if these are not provided in a timely manner, it could lead to overcrowded facilities or gaps in service provision. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** By distributing growth across a range of settlements, this option could support the viability of local schools, community centres and recreational facilities across Central Lancashire, ensuring that rural and smaller urban areas have access to essential social infrastructure that can sometimes be absent. These facilities may help sustain smaller settlements and promote greater community cohesion. Overall, Option 4 is expected to have a minor positive effect in relation to this objective.
- **Option 5:** Social infrastructure can be built into the core design of a new settlement. This also provides an opportunity to create modern facilities that meet the needs of diverse communities. It is noted however that encouraging this social infrastructure is driven by market forces and may be difficult to initially attract. Additionally, it is noted that many services and social infrastructure are often not delivered until particular phases of new development are complete which may prevent these being included from the outset. Overall, Option 5 is expected to have a minor positive effect with some uncertainty in relation to this objective.

# IA objective 8: Education

### Table 4.27: Spatial distribution options for IA objective 8

| IA objective | Option 1: Roll forward current approach | Option 2: Urban intensification | Option 3: More urban extensions | Option 4: A more dispersed pattern of development | Option 5: A new settlement |
|---|---|---|---|---|---|
| IA8: Support improved educational attainment and skill levels for all | + | + | +/- | + | +? |

## Justification

- **Option 1:** Urban development helps maintain access to educational facilities and fosters local employment opportunities that support skills development. This option further supports access to education in smaller urban and rural local service centres; however, this is to a lesser extent. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** Intensification in urban areas can support better access to existing educational facilities and skills development opportunities. It can also encourage investment in education and training that benefits both current and future residents. However, like other social infrastructure, educational facilities may become overcrowded if not properly expanded in line with urban growth. There is also a risk that rural communities could miss out on educational improvements due to this option's focus on urban areas. Overall, Option 2 is expected to have a minor positive effect in relation to this objective.

- **Option 3:** Similarly to Option 2, urban extensions provide the opportunity to access existing educational institutions and skills development opportunities, and promote opportunities for investment. However, rapid growth in population could put pressure on existing schools, leading to overcrowding if new schools are not provided in line with population growth. Overall, Option 3 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 4:** This option could help sustain rural schools by supporting population growth in smaller settlements, ensuring they remain viable and accessible. Improved transport links could also facilitate access to educational facilities, including secondary schools and higher education institutions in larger nearby urban centres. However, dispersed growth could lead to challenges in providing adequate educational facilities in smaller settlements, as these areas may lack the resources to support new schools or training centres. Access to further education and particularly specialised employment opportunities may still require travel to larger urban areas. Overall, Option 4 is expected to have a minor positive effect in relation to this objective.
- **Option 5:** New settlements provide opportunities to design modern educational facilities, from early childhood through to secondary education and potentially higher education or vocational training. However, there is a risk of existing schools in the area being overloaded if new school places are not provided in step with new housing. Proximity to employment areas could encourage skills development tailored to the local economy. Overall, Option 5 is expected to have a minor positive effect in relation to this objective, with some uncertainty.

# IA objective 9: Sustainable transport

### Table 4.28: Spatial distribution options for IA objective 9

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA9: Promote sustainable modes of transport | +/- | ++/- | + | +/- | +? |

## Justification

- **Option 1:** The current strategy is well-aligned with promoting sustainable transport modes in urban areas with existing infrastructure. However, due to the option's main focus for new development in urban areas and towns, it may not fully reduce the need for car travel in rural areas, leading to continued reliance on private vehicles in those areas. Overall, Option 1 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 2:** Urban intensification promotes the use of sustainable transport by promoting denser, mixed-use development that brings people, jobs, services and amenities closer together. This reduces the need for private car travel and supports active and public transportation. Developing along public transport corridors further encourages the efficient use of existing transport networks. Without careful planning however, there may be localised congestion in areas undergoing rapid intensification should residents choose to use private vehicles.

Furthermore, the needs of rural areas may be overlooked if urban areas are prioritised for intensification. Overall, Option 2 is expected to have a mixed significant positive effect and minor negative effect in relation to this objective.

- **Option 3:** Urban extensions, due to their proximity to public transport corridors, are likely to encourage the use of sustainable transport options. The development of park-and-ride facilities and rail stations would also encourage commuters to shift from private cars to public transport, reducing traffic congestion and carbon emissions. Walking and cycling routes integrated into urban extensions would further support sustainable travel. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** This option's focus on public transport corridors would encourage a shift away from car dependency, especially in rural areas, by improving bus, rail and active travel networks. This would reduce carbon emissions and promote sustainable travel options across a dispersed settlement pattern. However, providing efficient public transport services to smaller settlements may be economically challenging, particularly if demand is low. A more dispersed pattern of development without public transport provision may result in increased car usage in rural areas. Overall, Option 4 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 5:** Public transport corridors could be designed to connect new settlements efficiently to regional hubs, reducing the need for private vehicle use. Settlements can further integrate active and public transport, promoting sustainable transport modes. However, it is noted that many services, including those that serve transport, are often not delivered until particular phases of new development are complete which may prevent these being included from the outset. Overall, Option 5 is expected to have a minor positive effect with some uncertainty in relation to this objective.

# IA objective 10: Air quality

### Table 4.29: Spatial distribution options for IA objective 10

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA10: Improve air quality | +/- | ++/- | + | +/- | +? |

## Justification

- **Option 1:** Concentrating development in urban areas and towns, particularly along public transport routes, can help reduce the amount of air pollution otherwise generated by use of the private car. However, without adequate public transport infrastructure, development under this option may increase traffic, worsening air quality in surrounding areas. This is particularly relevant in Central Lancashire, where Air Quality Management Areas (AQMAs) tend to be located closer to urban areas and towns, such as Preston and Leyland, making them more susceptible to the negative impacts of increased traffic. Further to this, the option may not fully reduce the need for car travel in rural areas, and associated air pollution. Overall, Option 1 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 2:** Urban intensification near public transport hubs can reduce car dependence, through the provision of opportunities for public and active travel potentially improving air quality, particularly in areas with AQMAs. However, if adequate public transport or opportunities for

active travel are not provided, increased density could exacerbate local air quality issues and congestion if there is a reliance on private vehicles. Overall, Option 2 is expected to have a mixed significant positive and minor negative effect in relation to this objective.

- **Option 3:** Concentrating development on the fringe of urban areas and towns, particularly near public transport corridors, can help reduce air pollution by encouraging sustainable transport modes such as buses, trains and cycling. However, if development is not accompanied by adequate public transport or green infrastructure, increased traffic from urban extensions could worsen air quality in surrounding areas, particularly AQMAs located near Central Lancashire's urban areas. Overall, Option 3 is expected to have a minor positive effect in relation to this objective.
- **Option 4:** By supporting development lower down the settlement hierarchy, this option is likely to increase reliance on the private car as these smaller local service centres, rural villages and hamlets are less connected through sustainable transport options. However, if public transport corridors are identified as an overall focus for identifying which settlements lower down the hierarchy should be included, this may encourage the development of public transport in more rural areas which could mitigate air pollution in smaller settlements. Overall, Option 4 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 5:** A well-planned settlement with sustainable transport infrastructure implemented from the outset would likely improve air quality. Green infrastructure and clean energy initiatives can further mitigate pollution levels. However, it is noted that many services, including transport infrastructure, are often not delivered until particular phases of new development are complete which may prevent these being included from the outset. Overall, Option 5 is expected to have a minor positive effect in relation to this objective, with some uncertainty.

# IA objective 11: Biodiversity and geodiversity

### Table 4.30: Spatial distribution options for IA objective 11

| IA objective | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets | - | - | - | - | +/- |

## Justification

- **Option 1:** Focussing development in urban areas and towns can put pressure on existing green spaces, potentially reducing public access if new forms of green infrastructure are not integrated into development. Additionally, smaller levels of development in more rural areas such as villages and hamlets may impact sensitive habitats or natural landscapes and may require the utilisation of greenfield land for development, where brownfield land is scarcer. Overall, Option 1 is expected to have a minor negative effect in relation to this objective.
- **Option 2:** Similarly to Option 1, urban intensification can potentially result in the loss of existing open spaces which have valuable habitats. While this approach presents an opportunity to utilise brownfield sites, helping to safeguard potentially more biodiverse land and preserving natural habitats from development pressures, it is recognised that brownfield sites can still harbour valuable biodiversity. Overall, Option 2 is expected to have a minor negative effect in relation to this objective

- **Option 3:** Expanding urban areas may lead to the loss of greenfield land, reducing natural habitats and negatively impacting biodiversity. Consideration is needed to ensure that development avoids sensitive ecological areas and that biodiversity is protected and enhanced through design. Overall, Option 3 is expected to have a minor negative effect in relation to this objective.
- **Option 4:** Development in smaller, more rural areas such as local service centres and rural villages and hamlets may impact sensitive habitats or natural landscapes and may require the utilisation of greenfield land for development, where brownfield land is scarcer. Overall, Option 4 is expected to have a minor negative effect in relation to this objective.
- **Option 5:** A new settlement is likely to require a large area of greenfield land for development, which is likely to have negative impacts on habitats and local biodiversity. However, there is potential to plan green and blue infrastructure that enhances biodiversity and site selection can take ecological impacts into consideration. Other areas would also avoid the adverse impacts of development. Overall, Option 5 is expected to have a mixed minor negative and minor positive effect in relation to this objective.

## IA objective 12: Climate change adaptation

### Table 4.31: Spatial distribution options for IA objective 12

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA12: Ensure communities, developments and infrastructure | 0 | 0 | 0 | 0 | 0 |

| IA objective | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| are resilient to the effects of climate change | | | | | |

## Justification

- The effects on this IA objective are largely dependent on the design of individual developments and their resilience to the effects of climate change rather than the overall distribution of development. The impacts of the options in relation to flood risk are considered separately under IA objective 13 below. The effects of all options are therefore negligible.

# IA objective 13: Flood risk

### Table 4.32: Spatial distribution options for IA objective 13

| IA objective | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA13: Reduce the risk of flooding to people and property | -? | -? | -? | -? | +/-? |

## Justification

- **Option 1:** This option would lead to development in areas of high flood risk (Flood Zones 2 and 3), including in urban areas (e.g. South Ribble), towns (e.g. Leyland) and smaller local service centres (e.g. Higher Walton, Croston and Seven Stars). Further to this, focusing development in predominantly urban and built-up areas may increase surface runoff, particularly if development does not incorporate adequate mitigation. Therefore, a minor negative effect is expected in relation to IA objective 13. There is some uncertainty associated with this effect, as whether development is at risk of flooding or not is dependent on the specific location of development, which is unknown at this stage. In addition, the actual effect will depend on things like the incorporation of SuDS.
- **Option 2:** This option would lead to development in areas of high flood risk (Flood Zones 2 and 3), particularly in South Ribble, Leyland and Bamber Bridge. However, these areas are already largely built-up already and so it is unlikely that development would increase fluvial flood risk. Development could, however, increase surface water flood risk. Overall, Option 2 is expected to have a minor negative effect in relation to this objective. The effect is uncertain, as the actual effect will depend on factors like the incorporation of SuDS.
- **Option 3:** This option would lead to development in areas of high flood risk (Flood Zones 2 and 3), particularly South Ribble and Leyland. Therefore, a minor negative effect is expected in relation to IA objective 13. The effect is uncertain, as the actual effect is dependent on the exact location of the urban expansions and factors like the incorporation of SuDS.
- **Option 4:** This option could result in some development in areas of high flood risk (e.g. Walton-Le-Dale, Seven Stars and Grimsargh), although this is dependent on the actual location of development and factors such as the incorporation of SuDS.
- **Option 5:** In developing a new settlement, areas of high flood risk could be avoided when choosing a location. Further to this, a new settlement provides opportunities to incorporate SuDS and other natural flood management systems into development, due to its scale. Overall, Option 5 is expected to have a minor positive effect in relation to this objective although this is mixed with a minor negative effect as the option is likely to result in a large area of greenfield land take which could negatively affect flood risk. The effect is uncertain, as the actual effect is dependent on whether SuDS and other natural flood management systems are incorporated into the design of development.

# IA objective 14: Water

### Table 4.33: Spatial distribution options for IA objective 14

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA14: Protect and improve the quality and availability of water resources | -? | -? | -? | -? | -? |

## Justification

- The scale of development that would come forward under any of the spatial options would result in an increased demand for water consumption. The broad location of development will not have significant impacts on water availability although more concentrated patterns of development may focus increased demand in smaller areas, exacerbating the effects of increased demand.
- **Option 1:** Increasing the density of development in urban centres could place pressure on water supplies, especially in areas with limited capacity. Without conservation measures, shortages or water stress could occur. Overall, Option 1 is expected to have an uncertain minor negative effect in relation to this objective.
- **Option 2:** Without sufficient planning, increased demand for water in intensified urban areas could strain water resources and exacerbate pollution risks. This option promotes development in Cottam District Centre, which falls within Source Protection Zone (SPZ) 3, designed to

protect the quality of water by limiting certain activities that could contaminate it. As such, there is potential for development to contaminate groundwater. Overall, Option 2 is expected to have an uncertain minor negative effect in relation to this objective.

- **Option 3:** Increasing the population density in urban areas will place greater demand on water resources and infrastructure. However, urban extensions provide a greater opportunity than Options 1 and 2 to incorporate water efficient technologies into new development, reducing pressure on local water supplies. While this option does not promote development in an SPZ, any extension from the Preston Urban Area may encroach on SPZ 3. Overall, Option 3 is expected to have an uncertain minor negative effect in relation to this objective.
- **Option 4:** Dispersed development allows for the opportunity to manage water resources more sustainably through reducing pressure in one area. However, ensuring water resources are sustainably managed across a larger area could be difficult. This option promotes development in a number of areas which fall within varying SPZs, notably Broughton which falls within SPZ 1, Fulwood which falls within SPZ 2, in addition to a number of other rural areas which fall within SPZ 3, including Woodplumpton, Barton, Grimsargh, Broofield, Grange, Ribbleton, Fishwick, Ashton-on-Ribble and Lea Town. Overall, Option 4 is expected to have an uncertain minor negative effect in relation to this objective.
- **Option 5:** The development of a new settlement is likely to place significant demand on water resources, especially if located in a water stressed area. However, water efficiency measures can be designed into all new development from the outset. Overall, Option 5 is expected to have an uncertain minor negative effect in relation to this objective.

# IA objective 15: Energy and emissions

### Table 4.34: Spatial distribution options for IA objective 15

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA15: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions | 0 | 0 | 0 | 0 | 0 |

## Justification

- The effects on this IA objective are largely dependent on the energy efficient design of individual developments rather than the high-level spatial options. The extent to which the options would accommodate the use of sustainable modes of transport and therefore result in greenhouse gas emissions from transport sources, is assessed separately under IA objective 9. All options would therefore have negligible effects on this IA objective.

# IA objective 16a: Landscape

### Table 4.35: Spatial distribution options for IA objective 16a

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA16a: Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area | - | - | - | - | -- |

## Justification

- **Option 1:** With a rolling forward approach, this option focuses most development on existing urban areas, thereby reducing pressure on sensitive rural landscapes, such as the Forest of Bowland National Landscape. This also helps to maintain the distinctiveness of established urban and rural service centres by reinforcing existing development patterns. Some development may still come forward in rural areas where landscape impacts are more likely Overall, Option 1 is expected to have a minor negative effect in relation to this objective.
- **Option 2:** Urban intensification reduces pressure on rural and greenfield areas, potentially preserving valuable landscapes. In order to accommodate this level of growth however, the scale of development is more likely to negatively impact the urban area's character, for example, through the development of tall buildings. Overall, Option 2 is expected to have a minor negative effect in relation to this objective.

- **Option 3:** Concentrating development in urban extensions could reduce pressure on rural areas and landscapes, preserving the character of more rural or sensitive areas like the Forest of Bowland National Landscape. However, urban extensions could lead to urban sprawl or settlement coalescence, which would alter the local townscape and result in the development of greenfield land. Overall, Option 3 is expected to have a minor negative effect in relation to this objective.
- **Option 4:** Dispersed development could be designed to protect and enhance the local character of smaller settlements, protecting landscape quality. Growth could be managed to avoid overdevelopment in sensitive areas. However, development in rural settlements could risk altering their character if not carefully managed. Overall, Option 4 is expected to have a minor negative effect in relation to this objective.
- **Option 5:** The establishment of a new settlement involves large-scale development on greenfield land, which could lead to significant landscape impacts. There is also the risk that establishing a new settlement could lead to unintended landscape fragmentation, particularly if the selected site disrupts the continuity of natural habitats or green corridors. Overall, Option 5 is expected to have a significant negative effect in relation to this objective.

# IA objective 16b: Historic environment

### Table 4.36: Spatial distribution options for IA objective 16b

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA16b: Conserve and/or enhance heritage assets and their setting | - | - | - | - | ? |

## Justification

- **Option 1:** Increased urban development in areas with heritage assets could place increased pressure on heritage sites if not carefully managed as there is potential for development to compromise the setting of historic buildings and their character. This is a particular concern for Preston, in which the greatest concentration of heritage assets lies within its City Centre. However, concentrating development in established urban areas reduces potential risks to heritage assets in rural areas, where development could disrupt historical sites. Overall, Option 1 is expected to have a minor negative effect in relation to this objective.
- **Option 2:** As noted above, urban intensification, particularly in historically significant town centres, could impact the setting of heritage assets through the construction of tall buildings, potentially leading to their degradation. Overall, Option 2 is expected to have a minor negative effect in relation to this objective.

- **Option 3:** Urban expansion could threaten the setting of heritage assets if development is too close or not sensitive to the historic context. Unplanned urban growth could inadvertently harm archaeological sites or other heritage features. Overall, Option 3 is expected to have a minor negative effect in relation to this objective.
- **Option 4:** This option could pose challenges for conserving heritage assets in smaller rural areas. However, the dispersal of growth across a wider area may also offer opportunities to enhance and maintain heritage settings by reducing development pressure in one location. Overall, Option 4 is expected to have a minor negative effect in relation to this objective.
- **Option 5:** The creation of a new settlement could reduce development pressures on existing areas with a higher density of heritage assets, especially in towns and villages. Since the new settlement would be purpose built, there would be greater flexibility in planning to avoid or protect any existing heritage assets. There may be potential risks if the chosen site has unrecorded archaeological significance or cannot avoid sensitivities, however these factors would be expected to feed into site selection. Overall, an uncertain effect is recorded for Option 5 as effects are entirely dependent on the location of the site but could be negligible.

# IA objective 17: Resources

### Table 4.37: Spatial distribution options for IA objective 17

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA17: Ensure that land resources are allocated and | + | ++ | - | +/- | -- |

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, while reducing land contamination | | | | | |

## Justification

- **Option 1:** This option encourages more efficient land use by prioritising development in urban areas, including on brownfield land, and promoting higher density growth. This reduces the pressure to develop greenfield or agricultural land, helping to protect important land resources. Some brownfield sites in urban areas may require remediation due to contamination, potentially limiting their viability, but helping to achieve the aims of this IA objective when complete. Under this option, some development would still come forward on greenfield land. Overall, Option 1 is expected to have a minor positive effect in relation to this objective.
- **Option 2:** The urban intensification option would promote the use of brownfield sites, higher density development and changes to existing land uses which each enhance land efficiency. It also encourages redevelopment and sustainable practise in densely populated areas, rather than encouraging development on greenfield land. Overall, Option 2 is expected to have a significant positive effect in relation to this objective.
- **Option 3:** Urban extensions are more likely to require the development of greenfield land and a minor negative effect is therefore likely in relation to this objective.

- **Option 4:** Dispersed development could allow for a more balanced use of land, avoiding over concentration of growth in specific areas. However, the spread of development across a wider area may increase land take, leading to greater use of greenfield land and a potential loss of best and most versatile agricultural land in more rural settlements. Overall, Option 4 is expected to have a mixed minor positive and minor negative effect in relation to this objective.
- **Option 5:** Land take for a new settlement is likely to rely heavily on the use of greenfield land and quality agricultural land. There is also the risk of encouraging urban sprawl if not managed properly. Overall, Option 5 is expected to have a significant negative effect in relation to this objective.

# IA objective 18: Waste

### Table 4.38: Spatial distribution options for IA objective 18

| **IA objective** | **Option 1:** Roll forward current approach | **Option 2:** Urban intensification | **Option 3:** More urban extensions | **Option 4:** A more dispersed pattern of development | **Option 5:** A new settlement |
|---|---|---|---|---|---|
| IA18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy | 0 | 0 | 0 | 0 | 0 |

## Justification

- **All Options:** New development delivered under any of the spatial options would result in the use of raw materials and the generation of waste, both in construction and operation; however, this will not be influenced by the broad spatial distribution of development. Waste management practices further largely dependent on peoples' behaviour and the design of development and as such, all spatial options would have a negligible effect on the achievement of this IA objective.

# Summary of spatial strategy options

**4.11** In general, the options all perform broadly positively against the social and economic objectives, but more negatively in relation to the environmental objectives. There is less differentiation between the effects of Options 1-4 compared to Option 5, the effects of which will depend largely on the location of any new settlement. While Option 5 could have particularly pronounced negative effects on the landscape and use of land, it offers especially good opportunities for meeting some of the social objectives through the creation of a balanced and sustainable new community supported by appropriate infrastructure. There are some parallels with the likely effects of Option 3 as urban extensions would also result in more concentrated greenfield land take, but would at the same time be potentially better connected to existing settlements.

**4.12** More dispersed development under Option 4 and to some extent Option 1, would result in both the potential benefits and adverse impacts of development being more widely distributed and therefore less pronounced.

**4.13** Overall, Option 2 (urban intensification) performs most positively across the objectives and Option 5 performs most poorly, although this is only marginal.

**4.14** The effects of the spatial options, both positive and negative, are anticipated to become more significant if the overall level of housing development is higher, i.e. under Quantum Options 2 and 3, which would involve delivering 1,221 dwellings per annum and 1,237-1,235 dwellings per annum, respectively.

## Preferred approach

**4.15** The spatial strategy in the new Central Lancashire Local Plan is primarily based on ‘Option 1: Roll forward the current approach’. It maintains a settlement hierarchy-based approach. The main focus for new development remains on the urban areas (Preston and South Ribble) and towns (Chorley and Leyland/Farington),

complimented by a lesser focus on urban and rural local service centres. This spatial approach maintains the current urban structure. The distribution of housing requirements between the three council areas in Policy HS1: Scale of Housing Growth and Distribution of Housing Requirements (see Chapter 6) further reinforces this spatial approach. Option 1 supports the focus of new housing, employment and commercial growth and associated infrastructure on the most sustainable locations in Central Lancashire, as this approach directs development to locations that:

- Provide accessibility to a range of facilities, services, open spaces and jobs.
- Support the reinvigoration of City and Town Centres.
- Make the best use of well-located previously developed land and buildings.
- Provide the greatest opportunities to address climate change.
- Facilitate active travel and the use of public transport.

**4.16** Elements of both ‘Option 2: Urban intensification’ and ‘Option 3: More urban extensions’ are also reflected in the preferred spatial strategy. These options further reinforce key aspects and benefits associated with Option 1, as part of a balanced overall strategy. Through the Local Plan, future development is focussed within settlement boundaries in line with the hierarchy and on existing and allocated sites. The reuse of brownfield land and town and city regeneration are key priorities. Housing allocations include previously developed land related to a range of former uses and Fulwood Barracks is included as a new strategic site. The Green Belt, Open Countryside, Areas of Separation, and landscape character all continue to influence an urban focussed pattern of development. Higher housing densities particularly in centres (city, town, local and district) and within settlement boundaries are supported (Policy HS6: Housing Mix and Density). Policy approaches for tall buildings (EN3: Tall Buildings) and design and amenity (EN1: Well Designed Places, EN2: Design Criteria for New Development and EN4: Amenity) can also facilitate appropriate urban intensification. Further urban extensions are also allocated in the Local Plan, which includes the new/extended Bartle strategic site and through housing allocations adjoining existing settlements.

# Chapter 5

# Integrated Assessment findings for the Local Plan site options

**5.1** This section summarises the IA findings for the reasonable alternative site options that have been considered to date for allocation in the Central Lancashire Local Plan. A total of 345 residential sites, 28 employment sites and 22 mixed use sites have been appraised. The sites are distributed as follows:

- Preston (210 sites in total): 180 residential sites, 19 employment sites and 11 mixed use sites.
- South Ribble (120 sites in total): 112 residential sites, 4 employment sites and 4 mixed use sites.
- Chorley (65 sites in total): 53 residential sites, 5 employment sites and 7 mixed use sites.

**5.2** The likely effects of each reasonable alternative site option on each IA objective are presented in **Tables 5.1**, **5.2** and **5.3**.

## IA objective 1: Housing

Provide a sustainable supply of housing land including for an appropriate mix of sizes, types and tenures in locations to meet housing need, and to support economic growth

**5.3** Seventeen of the reasonable alternative residential and mixed use site options are expected to have significant positive effects in relation to this objective, as they will deliver at least 500 homes. They are: 19C394a (Chorley), 19P040 (Preston), 19P052 (Preston), 19P058 (Preston), 19P108 (Preston), 19P122 (Preston), 19P131

(Preston), 19P201 (Preston), 19P302 (Preston), 19P335 (Preston), PCC001 (Preston), 19S088 (South Ribble), 19S158/159/160/167 (South Ribble), 19S163 (South Ribble), 19S166 (South Ribble), 19S212 (South Ribble) and 19S250 (South Ribble). These sites will individually provide opportunities for the development of a large number of housing types, including affordable homes. The remaining residential and mixed use site options are expected to deliver fewer than 500 homes and are therefore expected to have individually minor positive effects in relation to this objective.

**5.4** The location of employment site options is unlikely to have a direct effect on this IA objective and so the objective has been scoped out for employment site options.

# IA objective 2: Economy

Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation

**5.5** The reasonable alternative employment and mixed use site options are all likely to contribute towards economic growth via the provision of employment development, and are therefore all expected to have at least minor positive effects on this objective. Just under half of the employment and mixed use site options are at least 5ha in size and will therefore individually provide opportunities for the development of a large amount of floorspace and thus have particularly positive effects in terms of job creation and economic growth. As such, these sites are expected to have significant positive effects in relation to this objective. The effects for the mixed use sites are recorded as uncertain because it is unknown what area of each mixed use site would be allocated for employment uses. The remaining employment and mixed use site options are less than 5ha in size and are therefore expected to have minor positive effects. Again, the effects for the mixed use site options are recorded as uncertain.

**5.6** The location of residential site options is unrelated to the sustainable supply of employment land and job creation. Therefore, this IA objective has been scoped out for all residential site options.

# IA objective 3: Transport and utlilities

Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development

**5.7** IA objective 3 has been scoped out of the appraisal of reasonable alternative site options, as Broadband connectivity is a very localised issue and coverage can change very quickly. Transport capacity will be assessed through the Central Lancashire Highways Masterplan and Chorley Highways and Transport Strategy, rather than the IA.

# IA objective 4: Deprivation

Reduce levels of deprivation and disparity and levels of crime

**5.8** The Local Plan area contains 22 Lower-Layer Super Output Areas (LSOAs) that fall within the 10% most deprived areas in England and 26 LSOAs that fall within the 10-20% most deprived areas in England. These LSOAs are mainly located in Preston, in the City Centre, but also to the east of the city in Ribbleton. There are only a small number of deprived areas in South Ribble and Chorley, namely Leyland in South Ribble and Clayton Brook in Chorley, in addition to some areas of Chorley Town Centre.

**5.9** Just over one tenth of the reasonable alternative site options are located within one of the 0-20% most deprived LSOAs in England. These sites are assessed as

having minor positive effects due to their potential to regenerate those areas, including through the delivery of supporting infrastructure. The remaining site options are expected to have negligible effects, as they are not located within the most deprived areas nationally.

**5.10** With regards to crime, the effects of new development on levels of crime will depend on factors such as design and the use of appropriate lighting, particularly at night. However, such issues will not be influenced by the location of residential, employment or mixed use development; rather they will be determined through the detailed proposals for each site.

# IA objective 5: Equality

Promote equality of opportunity and the elimination of discrimination

**5.11** The location of residential, employment and mixed use site options will not affect the achievement of this objective, therefore this IA objective has been scoped out.

# IA objective 6: Health

Support improved health and well-being of the population and reduce health inequalities

**5.12** Public health and well-being will be influenced by the proximity of residential and mixed use site options to open spaces and walking and cycling paths. Numerous areas of open space are located across the Local Plan area but mainly within and around the settlements of Preston, Penwortham, Bamber Bridge, Lostock Hall, Longton, Leyland, Clayton Brook, Whittle-le-Woods Chorley, Coppull and Adlington.

With regard to walking routes, these are fairly evenly distributed across the Local Plan area, while cycle routes are generally located within the urban areas of Preston, Penwortham, Bamber Bridge, Leyland, Whittle-le-Woods and Chorley. GP surgeries are generally available in the urban areas mentioned already, with some hospitals located in Preston and Chorley but not within South Ribble.

**5.13** Around a quarter of the housing and mixed use site options are expected to have significant positive effects in relation to this objective. This is because they are located within 800m of an open space and within 400m of a walking or cycling path, which may encourage outdoor recreation thereby improving physical and mental health and well-being. Some of these sites are also located within close proximity of a GP surgery and/or hospital and therefore have easy access to primary healthcare facilities.

**5.14** Around one third of the housing and mixed use site options are likely to have mixed significant positive and uncertain significant negative effects in relation to this objective because they fall within 800m of an open space and 400m of a walking or cycling path but also contain an existing area of open space and/or walking or cycling path, which could be lost as a result of development, although this is uncertain as it may be possible to retain these assets within developments. Again, some of the site options that would have these effects are also located within close proximity of a GP surgery and/or hospital, which combined with access to open space and walking/cycling paths, may have beneficial effects on public health. Just under a quarter of the housing and mixed use site options are likely to have significant positive effects coupled with significant negative effects without the uncertainty, because they are located within 800m of an area of open space and 400m of walking/cycling routes but are not located within 800m of a GP surgery or hospital.

**5.15** A small number of the housing and mixed use site options are expected to have mixed uncertain significant negative and minor positive effects in relation to this objective because they contain open space and/or walking or cycling routes that could be lost as a result of development, but are located within 800m of an open space or 400m of a walking or cycling route (but not both). There are also a small number of sites expected to have significant negative effects coupled with minor positive effects because they are not within 800m of a GP surgery or hospital but are within 800m of an open space or 400m of walking or cycling routes.

**5.16** Overall, therefore, it can be seen that the effects of the residential and mixed use sites on health are very mixed. The delivery of employment sites in any location is likely to increase the number of job opportunities available, which can have beneficial effects on people's health and wellbeing. Therefore, all employment site options are expected to have minor positive effects on this objective. The proximity of employment sites to walking and cycle routes that may be used for active modes of commuting is considered under IA objective 9 below.

# IA objective 7: Sociali infrastructure

Ensure access to and provision of appropriate social infrastructure

**5.17** This objective utilises the settlement hierarchy as a proxy to indicate the likely extent of access to/from the reasonable alternative site options to services and facilities. Just under half of the reasonable alternative site options are adjacent to or within Tier 1 and 2 settlements, which provide an extensive range of services and facilities. The close proximity of these sites to these settlements would ensure that residents and employees at the sites would have good access to the services and facilities in those areas, thus these sites are likely to have significant positive effects on this objective.

**5.18** Approximately one tenth of the sites are adjacent to or within the Tier 3 settlements, which meet local needs by providing a limited range of services and facilities. As such, these site options are likely to have decent access to appropriate social infrastructure and thus are likely to have minor positive effects in relation to this objective. Similarly, around one tenth of the sites are adjacent to or within Tier 4 settlements, which are likely to offer fewer services and facilities and as such, a negligible effect is expected for those site options.

**5.19** Approximately another tenth of the sites are located adjacent to or within Tier 5 settlements, which have limited services and facilities and are therefore likely to have minor negative effects in relation to IA objective 7. The remaining sites (under a

quarter of all sites in total) are not located adjacent to or near any settlements and as such, are expected to have significant negative effects on this objective.

# IA objective 8: Education

Support improved educational attainment and skill levels for all

**5.20** There are numerous primary and secondary schools located across the Central Lancashire area, but mainly within the larger settlements of Preston, Bamber Bridge, Leyland, Euxton, Chorley and Adlington. However, it is unknown what the capacity of these schools is and whether they have room for expansion. Therefore, all effects against this IA objective are recorded as uncertain.

**5.21** Approximately a quarter of the residential and mixed use site options are within 800m of at least one existing primary school and at least one secondary school and therefore could have significant positive effects against this objective. Most of the remaining residential and mixed use site options are within 800m of at least one primary school or at least once secondary school (but not both) and therefore also provide relatively good access to educational facilities. As such, these site options could have minor positive effects in relation to this objective. Approximately one fifth of the housing and mixed use site options are not within 800m of an existing school and could therefore have minor negative effects, as access to existing education infrastructure is likely to be limited.

**5.22** The site options that are being considered for employment use will not affect educational attainment. Although the delivery of employment sites may increase opportunities for work-based learning and skills development, this cannot be assessed spatially and will depend on the specific uses of each site. Therefore, this IA objective has been scoped out for all employment site options.

# IA objective 9: Sustainable transport

Promote sustainable modes of transport

**5.23** Just under half of the residential and mixed use site options are expected to have significant positive effects in relation to IA objective 9, as they are within 800m of a railway station and 400m of a bus stop, in addition to being adjacent to or within a Tier 1 or 2 settlement. Their proximity to sustainable transport links and settlements at the top of the settlement hierarchy influences the potential for sustainable travel and access to services and facilities. A small number of the residential and mixed use site options are expected to have mixed significant positive and significant negative effects against IA objective 9, as they are either not within 800m of a railway station or 400m of a bus stop but are within or adjacent to a Tier 1 or 2 settlement, or vice versa. A small number of the residential and mixed use site options are expected to have only significant negative effects in relation to IA objective 9 as they are not within close proximity of public transport and are not adjacent to or within any of the settlements listed in the hierarchy.

**5.24** Just under 5% of the residential and mixed use site options are expected to have minor positive effects in relation to this objective, as they are within 800m of a railway station or 400m of a bus stop, in addition to being within or adjacent to a Tier 3 settlement. A small number of sites are within close proximity of public transport and within or adjacent to a Tier 4 settlement.

**5.25** One tenth of the residential and mixed use site options are expected to have mixed minor positive and minor negative effects in relation to IA objective 9, as although they are within close proximity of public transport, they are within or adjacent to a Tier 5 settlement with limited services and facilities. A small number of the residential and mixed use site options are also expected to have mixed significant negative and minor positive effects against IA objective 9, as they are not within a settlement listed in the settlement hierarchy, despite most having access to public transport.

**5.26** Approximately three quarters of the employment site options are expected to have minor positive effects in relation to IA objective 9, as they are within 800m of a railway station or 400m of a bus stop, and so may facilitate the use of public transport for commuting. Most of the remaining employment site options are expected to have significant positive effects, as they are within 800m of a railway station and 400m of a bus stop, which will have particularly positive effects on the extent to which people are able to make use of non-car based modes of transport to access their workplace.

# IA objective 10: Air quality

Improve air quality

**5.27** There are ten Air Quality Management Areas (AQMAs) in the Central Lancashire Local Plan area: five within Preston (AQMAs 1-5), five within South Ribble (AQMAs 1, 2, 3 Lostock Hall, 4 - Bamber Bridge, and Order 5 Leyland) and none in Chorley. Just over one tenth of the reasonable alternative site options are located within 500m of an AQMA. These sites therefore have the potential to exacerbate existing air quality issues within those nearby AQMAs by increasing vehicle numbers and associated emissions and therefore are likely to have significant negative effects in relation to this objective. Approximately one third of the site options are located within 3km of an AQMA and are therefore likely to have minor negative effects, as they could contribute some additional vehicle traffic within the AQMAs although this is likely to be more limited. The remaining site options are more than 3km from an AQMA and are therefore unlikely to exacerbate existing air quality issues within the AQMAs and are expected to have negligible effects in relation to this objective.

# IA objective 11: Biodiversity and geodiversity

Conserve and enhance biodiversity, green infrastructure and geodiversity assets

**5.28** The Central Lancashire area is highly constrained in relation to sensitive biodiversity and geodiversity assets. The Ribble and Alt Estuaries Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI) partially falls within the north western corner of South Ribble. Martin Mere SPA, Ramsar site and SSSI is located to the west of the Local Plan area, within 10km of the boundary of Chorley, and Morecambe Bay and Duddon Estuary SPA and Ramsar site is located to the north west of the Central Lancashire area, within 10km of the boundary of Preston. There are numerous other SSSIs within and outside of Central Lancashire, namely Red Scar and Tun Brook Woods in Preston, Beeston Brook Pasture and Darwen River Section in South Ribble and Wrightington Bar Pasture, Charnock Richard Pasture and West Pennine Moors in Chorley. There is one National Nature Reserve within the area, the Ribble Estuary. There are also a number of Local Nature Reserves across the area, mainly within Preston. Priority Habitats and areas of Ancient Woodland are scattered across the Local Plan area.

**5.29** As a result of the sensitivity of the area, approximately half of the site options are identified as having potential significant negative effects in relation to this objective. This is because they are within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites, National Nature Reserves or Local Nature Reserves, and/or are within 100m of a Priority Habitat or Ancient Woodland. However, the potential significant negative effects are uncertain as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity or geodiversity present on each site, or undesignated habitats and species adjacent to potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application. Most of the sites identified as having potential significant

negative effects are located within South Ribble, within close proximity of the Ribble and Alt Estuaries SPA, Ramsar site and SSSI.

**5.30** Around a quarter of the site options could have minor negative effects in relation to this objective (although effects are again uncertain), as they are between 250m and 1km of one or more internationally or nationally designated biodiversity or geodiversity sites, 250-750m from a National Nature Reserve or Local Nature Reserve, and/or 100-250m of a Priority Habitat or Ancient Woodland. The remaining site options are expected to have negligible effects in relation to this objective as they are not within close proximity of any biodiversity or geodiversity assets.

## IA objective 12: Climate change adaptation

Ensure communities, developments and infrastructure are resilient to the effects of climate change

**5.31** The extent to which the location of residential, employment and mixed use development throughout Central Lancashire would facilitate the use of sustainable modes of transport in place of cars (and subsequent contributions towards climate change) is considered under IA objective 9: Sustainable transport. Flood risk, which is expected to increase as a result of climate change, is considered separately under IA objective 13. Therefore, this IA objective has been scoped out.

## IA objective 13: Flood risk

Reduce the risk of flooding to people and property

**5.32** This objective seeks to reduce the risk of flooding to people and property which is a problem throughout different parts of Central Lancashire. The River Ribble runs

through the centre of the city of Preston, along the southern edge of the borough. The tributaries run from west to east, stretching from the Riversway Docklands to Brockholes Quarry. Some areas in the north west of the borough are also at risk from flooding due to the presence of Woodplumpton Brook and New Mill Brook. In South Ribble, the River Ribble runs through the north west of the borough making this part of the borough at risk from flooding. Tributaries of the River Ribble flow from west to east, from Longton and Hutton through to the east of the borough. Areas more central in South Ribble Borough such as Farington and Bamber Bridge also have some areas at risk of flooding that fall within Flood Zones 2 and 3. The River Douglas runs within the western edge of Chorley and therefore this area of the borough is more at risk from flooding than elsewhere. Tributaries of the River Douglas flow from west to east, stretching to HM Prison Wymott and the settlements of Eccleston, Euxton and Chorley. These areas contain land that falls within Flood Zones 2 and 3. The area surrounding Leicester Mill Quarries, Yarrow Reservoir, Upper Rivington Reservoir and Lower Rivington Reservoir in the east of the borough is also at risk of flooding, falling within both Flood Zones 2 and 3. Numerous areas across the Local Plan area are also at risk from surface water flooding.

**5.33** Reflecting the extent of flood risk in the area, approximately half of the reasonable alternative site options are expected to have significant negative effects in relation to this objective, as they comprise greenfield land and are located within Flood Zone 3 (or Flood Zone 3b for employment sites) and/or are at risk of surface water flooding (1 in 30 year probability). Seventeen of the reasonable alternative site options are likely to have minor negative effects in relation to this objective, as they comprise greenfield land and fall within Flood Zone 2 (or Flood Zone 3a or 2 for employment sites) and/or are at risk of surface water flooding (1 in 100 year): 19C410 (Chorley), 19C434 (Chorley), 19P088 (Preston), 19P097 (Preston), 19P104 (Preston), 19P156 (Preston), 19P256 (Preston), 19P270 (Preston), 19P279 (Preston), 19P288 (Preston), 19P293 (Preston), 19P303 (Preston), 19P315 (Preston), 19S194 (South Ribble), 19S213 (South Ribble), 19S223 (South Ribble) and 19S238 (South Ribble).

**5.34** Around one third of the reasonable alternative site options comprise brownfield land and so are expected to have minor positive effects in relation to this objective. This is because the land has been previously built on and is therefore unlikely to increase the likelihood of flooding as a result of development, in addition to

preventing development from taking place elsewhere on greenfield land that could cause an increase in flood risk. The remaining site options are expected to have negligible effects in relation to this objective, as despite comprising greenfield land, they do not fall within Flood Zones 2 or 3 (or Flood Zones 3a, 3b or 3 for employment sites), and/or are at low (1 in 1,000 year) or no risk of surface water flooding.

# IA objective 14: Water

Protect and improve the quality and availability of water resources

**5.35** Source Protection Zones provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction. Around half of Preston falls within Source Protection Zone 3, with some parts also falling within Source Protection Zones 1 and 2. South Ribble has a small proportion of land to the north east in Source Protection Zone 3. Chorley Borough does not contain any Source Protection Zones. Around one third of the reasonable alternative site options are expected to have uncertain minor negative effects on water quality as they located in Source Protection Zones 2 or 3. Only five site options are expected to have uncertain significant negative effects on water quality as they are located in Source Protection Zone 1: 19P023 (Preston), 19P058 (Preston), 19P064 (Preston), 19P131 (Preston) and 19P282 (Preston). The remaining site options are expected to have negligible effects on this objective, as they do not fall within a Source Protection Zone.

# IA objective 15: Energy and emissions

Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions

**5.36** The location of residential, employment and mixed use site options will not affect the achievement of this objective – effects will depend largely on the detailed proposals for design and construction of the sites. Energy efficiency will also depend on new residents' behaviour, the nature of commercial activities and the inclusion of renewable energy generation in development. The extent to which the location of site options would facilitate the use of sustainable modes of transport in place of cars is considered under IA objective 9 above.

# IA objective 16a: Landscape

Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area

**5.37** The Stage 2 Landscape Sensitivity Report considers the sensitivity of different areas of Central Lancashire to development. All three Council areas include land with different sensitivities to development, ranging from areas of low or no sensitivity to areas of high sensitivity. Most of the rural areas in the east and west of the Local Plan area are rated as high sensitivity and this sensitivity decreases as you get closer to existing urban areas, particularly to the south west of Preston and the south of Leyland in South Ribble. Areas around villages across the Local Plan area tend to have moderate sensitivity.

**5.38** Around a quarter of the reasonable alternative site options are expected to have significant negative effects in relation to this objective, as they are in areas that were recorded as having high or moderate-high sensitivity to development. Just over one third of the reasonable alternative site options are expected to have minor negative effects in relation to this objective, as they are in areas that were recorded as having moderate or low-moderate sensitivity to development. The remaining site options are expected to have negligible effects because they are recorded as having low sensitivity or are located within an existing settlement and were therefore not assessed as part of the Stage 2 Landscape Sensitivity report. All effects are recorded as uncertain, as the actual effects will depend on the final design, scale and layout of development.

# IA objective 16b: Historic environment

Conserve and/or enhance heritage assets and their setting

**5.39** There is an abundance of heritage assets in Central Lancashire. Preston has numerous Conservation Areas and listed buildings, particularly to the south of the borough in the city of Preston. Preston also has three Scheduled Monuments (Penwortham Old Bridge, Chingle Hill Moated Site and Cromwell's Mound Civil War Fieldwork) and four Registered Parks and Gardens (Avenham Park, Preston Cemetery, Moor Park and Haslam Park). South Ribble has numerous Conservation Areas and listed buildings spread throughout the area, in addition to four Scheduled Monuments (Roman Settlement and Industrial Area at Winery Lane, Penwortham Old Bridge, Castle Hill Motte and Moated Site and Two Fishponds South of Manor House Farm) and one registered park and garden (Worden Hall). Chorley has a high number of listed buildings spread across the area. Furthermore, there are three Registered Parks and Gardens (Lever Park, Astley Hall and Rivington Gardens) and multiple Conservation Areas, in addition to numerous Scheduled Monuments.

**5.40** Lancashire County Council's Historic Environment Team undertook a historic environment assessment of each reasonable alternative site option to establish the potential for site options to generate significant effects on the significance and setting of the built (heritage considerations) and buried (archaeological considerations) historic environment. Around half of the reasonable alternative site options are expected to have negligible effects against this objective because they were assessed as 'Green' against both heritage and archaeological considerations. Just under half of the reasonable alternative sites are likely to have minor negative effects in relation to this objective, as they were either assessed as 'Amber' against both heritage and archaeological consideration, 'Green' against heritage considerations and 'Amber' against archaeological considerations, or 'Amber' against heritage considerations and 'Green' against archaeological considerations. The 14 remaining site options could have significant negative effects in relation to this objective. They are all located in Preston: 19P032, 19P076, 19P077, 19P119, 19P161, 19P163, 19P226, 19P227, 19P302, 19P311, 19P312, 19P313, 19P315 and 19P319. All effects are recorded as uncertain, as the actual effects will depend on the final

design, scale and layout of development, in addition to opportunities that may exist to enhance the settings of heritage assets.

# IA objective 17: Resources

Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, while reducing land contamination

**5.41** This objective seeks to ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the Central Lancashire Local Plan area, while reducing land contamination. The Central Lancashire Local Plan area mainly comprises Grade 3 (Good to Moderate) agricultural land, although there are some pockets of Grade 1 (Excellent) and Grade 2 (Very Good) agricultural land, particularly towards the south of Central Lancashire within South Ribble and Chorley. The main settlements across the Local Plan area comprise urban land, with Chorley also containing a relatively large proportion of Grade 4 (Poor) and 5 (Very Poor) agricultural land to its east. Minerals Safeguarding Areas are present across the Local Plan area but mainly within Chorley and South Ribble.

**5.42** Just under two thirds of the reasonable alternative site options are expected to have uncertain significant negative effects in relation to this objective, because they comprise greenfield land classed as Grade 3 agricultural land. The effects are recorded as uncertain where sites contain Grade 3 land because only Grade 3a agricultural land is classed as high quality ‘best and most versatile land’ but the GIS data available does not distinguish between Grades 3a and 3b agricultural land. Some of these sites also fall within a Minerals Safeguarding Area. Only nine site options are expected to have significant negative effects (without the uncertainty) in relation to this objective because they comprise Grade 1 or 2 agricultural land, which is considered 'best and most versatile' agricultural land. They are 19C262x (Chorley), 19C417 (Chorley), 19S088 (South Ribble), 19S098 (South Ribble), 19S119 (South Ribble), 19S177 (South Ribble), 19S212 (South Ribble), 19S269 (South Ribble) and

19S366 (South Ribble). A small number of the reasonable alternative site options are expected to have minor negative effects in relation to this objective, as they comprise greenfield land classed as Grade 4 or 5 agricultural land, or urban land. These effects are uncertain when a site falls within a Minerals Safeguarding Area. Just under one third of the reasonable alternative site options are expected to have minor positive effects because they comprise brownfield land.

# IA objective 18: Waste

Promote sustainable consumption of resources and support the implementation of the waste hierarchy

**5.43** This objective seeks to promote sustainable consumption of resources and support the implementation of the waste hierarchy. The effects depend on residents' and business's behaviour and the type of land development takes place on (greenfield or brownfield).

**5.44** Around two thirds of the reasonable alternative site options comprise greenfield land and are therefore expected to have negligible effects in relation to this objective, as they will have no effect on reducing waste generation. The remaining site options could have uncertain minor positive effects in relation to this objective, as they comprise brownfield land and development proposals could therefore potentially make use of onsite buildings and materials, reducing waste generation.

# Summary

## Residential site options

**5.45** In terms of the least sustainable residential site options, looking across the suite of IA objectives, there are 15 site options that stand out as being less sustainable

than other site options, as they are expected to have significant negative effects across at least seven different IA objectives. These site options are as follows:

- Residential site options: Site IDs 19P021 (Preston), 19P037 (Preston), 19P064 (Preston), 19P087 (Preston), 19P106 (Preston), 19P108 (Preston), 19P119 (Preston), 19P121 (Preston), 19P254 (Preston), 19P284 (Preston), 19P294 (Preston), 19P302 (Preston), 19P323 (Preston), 19S088 (South Ribble) and 19S147 (South Ribble).

**5.46** None of these site options are being taken forward in the Local Pan.

**5.47** In terms of the most sustainable residential site options, looking across the suite of IA objectives, there is one site option that stands out as being more sustainable than others, as it is expected to have significant positive effect across five different IA objectives. This site option is 19S250 (South Ribble), which is being taken forward in the Local Plan. The Councils' reasons for decision-making regarding proposed site allocations are set out in **Appendix D**.

## Employment site options

**5.48** In terms of the least sustainable employment site options, looking across the suite of IA objectives, there are three site options that stand out as being less sustainable than other site options, as they are expected to have significant negative effects across at least five different IA objectives. These site options are as follows:

- Employment site options: Site IDs 19P082 (Preston), 19P126 (Preston) and 19P142 (Preston).

**5.49** Of these three sites, one is being taken forward in the Local Plan (19P142).

**5.50** In terms of the most sustainable employment site options, looking across the suite of IA objectives, there are nine site options that stand out as being more sustainable than others, as they are expected to have significant positive effects across two different IA objectives. These site options are as follows:

- Employment site options: Site IDs 19C050 (Chorley), 19C244x (Chorley), 19C245x (Chorley), 19C350 (Chorley), 19P012 (Preston), 19P135 (Preston), 19P178 (Preston), 19P197 (Preston) and 19P330 (Preston).

**5.51** Of these nine sites, four are being taken forward in the Local Plan (19C245x, 19C350, 19P012 and 19P178). The Councils' reasons for decision-making regarding proposed site allocations are set out in **Appendix D**.

## Mixed use site options

**5.52** In terms of the least sustainable mixed use site options, looking across the suite of IA objectives, there are four site options that stand out as being less sustainable than other site options, as they are expected to have significant negative effects across at least five different IA objectives. These site options are as follows:

- Mixed use site options: Site IDs 19C415 (Chorley), 19P056 (Preston), 19P297 (Preston) and 19P335 (Preston).

**5.53** Of these four sites, one is being taken forward in the Local Plan (19C415).

**5.54** In terms of the most sustainable mixed use site options, looking across the suite of IA objectives, there are four site options that stand out as being more sustainable than others, as they are expected to have significant positive effects across five different IA objectives. These site options are as follows:

- Mixed use site options: Site IDs 19C239x (Chorley), 19C242x (Chorley), 19P031 (Preston) and 19S166 (South Ribble).

**5.55** Of these four site options, three are being taken forward in the Local Plan (19C239x, 19C242 and 19P031). The Councils' reasons for decision-making regarding proposed site allocations are set out in **Appendix D**.

### Table 5.1: Likely sustainability effects of reasonable alternative development site options in Preston

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P002 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | +? | +/-- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P005 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P007 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | -- | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P008 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P012 | Employment | N/A | ++ | N/A | 0 | N/A | + | ++ | N/A | + | - | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P013 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | -- | 0 | -? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P014 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | - | 0 | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P015 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P016 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | -? | + | - | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P017 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P018 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | 0 | --? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P019 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| 19P021 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | ++? | +/-- | -- | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P022 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P023 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | - | --? | N/A | -- | --? | N/A | -? | 0? | --? | 0 |
| 19P028 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | + | -? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P029 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | 0 | --? | N/A | + | -? | N/A | --? | -? | + | +? |
| 19P030 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19P031 | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P032 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | --? | --? | 0 |
| 19P033 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P034 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P035 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| 19P036 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P037 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | -? | +/-- | 0 | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P038 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | - | 0 | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P039 | Employment | N/A | + | N/A | 0 | N/A | + | + | N/A | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19P040 | Residential | ++ | N/A | N/A | 0 | N/A | --?/+ | - | +? | +/- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P041 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P042 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | - | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P044 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | - | +? | +/- | 0 | -? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P051 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| 19P052 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | - | -? | +/- | 0 | -? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19P053 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | +/-- | 0 | 0 | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P054 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P055 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | -? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19P056 | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | 0 | ++? | + | -- | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P057 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | ++? | ++ | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P058 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | -- | ++? | +/-- | - | --? | N/A | + | --? | N/A | --? | -? | +/-? | +? |
| 19P060 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19P061 | Mixed Use | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P062 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | - | 0 | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P064 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | ++? | +/-- | - | --? | N/A | -- | --? | N/A | --? | 0? | --? | 0 |
| 19P065 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | -- | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P066 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P067 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P069 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | -- | -? | N/A | + | -? | N/A | -? | 0? | + | +? |
| 19P070 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | +/-- | - | -? | N/A | + | -? | N/A | -? | 0? | + | +? |
| 19P071 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | -- | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P072 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | 0 | -? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P075 | Residential | + | N/A | N/A | + | N/A | ++/-- | ++ | ++? | ++ | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P076 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | + | -? | N/A | 0? | --? | + | +? |
| 19P077 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P078 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P079 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P080 | Mixed Use | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P082 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | - | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P083 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P086 | Mixed Use | + | +? | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | --? | 0? | + | +? |
| 19P087 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P088 | Employment | N/A | + | N/A | 0 | N/A | + | 0 | N/A | + | -- | -? | N/A | - | -? | N/A | -? | 0? | --? | 0 |
| 19P089 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | ++? | ++ | - | --? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| 19P095 | Residential | + | N/A | N/A | 0 | N/A | --/+ | ++ | -? | ++/-- | 0 | -? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P096 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | 0 | -? | N/A | 0 | -? | N/A | 0? | 0? | --? | 0 |
| 19P097 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | - | -? | N/A | 0? | 0? | --? | 0 |
| 19P098 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| 19P100 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | +/-- | 0 | 0 | N/A | -- | -? | N/A | --? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P101 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | +? | +/-- | 0 | -? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P102 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P104 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| 19P105 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P106 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | -- | 0 | --? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P107 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | -- | 0 | -? | N/A | + | -? | N/A | --? | 0? | + | +? |
| 19P108 | Residential | ++ | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19P109 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | -- | 0 | -? | N/A | + | -? | N/A | --? | 0? | + | +? |
| 19P112 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19P115 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | - | -? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P116 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | +? | +/-- | 0 | 0 | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P117 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P118 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | -- | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P119 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | --? | --? | --? | 0 |
| 19P120 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | +/-- | 0 | -? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P121 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | -- | - | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P122 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | - | 0 | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P124 | Residential | + | N/A | N/A | 0 | N/A | **++/-** | **--** | **-?** | **--** | **0** | **--?** | **N/A** | **+** | **-?** | N/A | --? | 0? | + | +? |
| 19P126 | Employment | N/A | + | N/A | 0 | N/A | **+** | **--** | **N/A** | **--** | **0** | **--?** | **N/A** | **--** | **-?** | N/A | --? | -? | --? | 0 |
| 19P128 | Residential | + | N/A | N/A | 0 | N/A | **--/+** | **--** | **-?** | **--** | **0** | **-?** | **N/A** | **+** | **-?** | N/A | --? | -? | + | +? |
| 19P131 | Residential | ++ | N/A | N/A | 0 | N/A | **++/--?** | **++** | **+?** | ++ | - | --? | N/A | -- | --? | N/A | --? | -? | --? | 0 |
| 19P133 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | + | - | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P135 | Employment | N/A | ++ | N/A | + | N/A | + | ++ | N/A | + | - | --? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P136 | Employment | N/A | + | N/A | 0 | N/A | + | ++ | N/A | + | - | -? | N/A | + | -? | N/A | 0? | 0? | +/-? | +? |
| 19P141 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P142 | Employment | N/A | ++ | N/A | + | N/A | + | -- | N/A | + | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P144 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P145 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P146 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P149 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | - | 0 | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P151 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P152 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P155 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| 19P156 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | - | -? | N/A | 0? | 0? | --? | 0 |
| 19P161 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P162 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P163 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P165 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P166 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P174 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | 0 | N/A | + | -? | N/A | -? | 0? | +/-? | +? |
| 19P178 | Employment | N/A | ++ | N/A | 0 | N/A | + | ++ | N/A | + | - | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P184 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P185 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P186 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P187 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P188 | Residential | + | N/A | N/A | + | N/A | ++/-- | ++ | ++? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P189 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| 19P190 | Residential | + | N/A | N/A | + | N/A | --?/+ | ++ | +? | ++ | - | --? | N/A | 0 | -? | N/A | 0? | 0? | - | 0 |
| 19P191 | Residential | + | N/A | N/A | + | N/A | ++/-- | ++ | ++? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19P192 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P193 | Residential | + | N/A | N/A | + | N/A | ++/-- | ++ | ++? | ++ | - | -? | N/A | -- | -? | N/A | 0? | 0? | - | 0 |
| 19P194 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | + | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P196 | Employment | N/A | + | N/A | 0 | N/A | + | ++ | N/A | + | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P197 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | ++ | - | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P199 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | + | - | N/A | 0? | 0? | + | +? |
| 19P200 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | + | - | N/A | 0? | 0? | + | +? |
| 19P201 | Residential | ++ | N/A | N/A | 0 | N/A | --?/+ | -- | +? | +/-- | 0 | --? | N/A | + | - | N/A | -? | -? | + | +? |
| 19P205 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | -- | - | --? | N/A | 0 | 0 | N/A | --? | 0? | --? | -- |
| 19P215 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | -? | N/A | -- | -? | N/A | --? | 0? | --? | -- |
| 19P216 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | -- | 0 | 0 | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |
| 19P219 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | -- | 0 | 0 | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P220 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | -- | 0 | 0 | N/A | 0 | -? | N/A | --? | -? | --? | 0 |
| 19P222 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | -- | 0 | --? | N/A | 0 | -? | N/A | --? | 0? | --? | 0 |
| 19P223 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | 0 | N/A | 0 | -? | N/A | --? | 0? | --? | 0 |
| 19P225 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P226 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++/-- | - | --? | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P227 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | + | -? | N/A | 0? | --? | + | +? |
| 19P231 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | 0 | -? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| 19P232 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P233 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++/-- | - | --? | N/A | 0 | -? | N/A | 0? | 0? | --? | 0 |
| 19P234 | Residential | + | N/A | N/A | + | N/A | + | ++ | +? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19P236 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | -- | 0 | -? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P239 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | -? | N/A | 0 | -? | N/A | -? | 0? | --? | 0 |
| 19P240 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | -- | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19P241 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19P243 | Residential | + | N/A | N/A | 0 | N/A | + | -- | -? | +/-- | 0 | 0 | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19P244 | Residential | + | N/A | N/A | 0 | N/A | --/+ | ++ | -? | ++/-- | 0 | -? | N/A | 0 | -? | N/A | --? | 0? | --? | 0 |
| 19P247 | Residential | + | N/A | N/A | 0 | N/A | + | + | -? | + | 0 | 0 | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| 19P248 | Residential | + | N/A | N/A | 0 | N/A | + | -- | -? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P251 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | -? | N/A | 0 | -? | N/A | 0? | 0? | --? | 0 |
| 19P252 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++/-- | - | 0 | N/A | 0 | -? | N/A | -? | -? | --? | 0 |
| 19P253 | Residential | + | N/A | N/A | 0 | N/A | + | -- | -? | -- | 0 | -? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P254 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | -- | 0 | --? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P255 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19P256 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | -- | 0 | 0 | N/A | - | -? | N/A | --? | 0? | --? | 0 |
| 19P265 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | +? | +/-- | 0 | 0 | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P266 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | -- | 0 | -? | N/A | -- | -? | N/A | -? | 0 | --? | 0 |
| 19P268 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0 | --? | 0 |
| 19P269 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | --? | 0 | --? | 0 |
| 19P270 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | -? | ++ | - | -? | N/A | - | 0 | N/A | 0? | 0 | - | 0 |
| 19P271 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | 0 | N/A | -- | -? | N/A | --? | 0 | --? | 0 |
| 19P273 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | - | +? | +/- | 0 | 0 | N/A | -- | -? | N/A | -? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P274 | Residential | + | N/A | N/A | 0 | N/A | --/+ | - | +? | -- | 0 | 0 | N/A | 0 | -? | N/A | -? | 0? | --? | 0 |
| 19P275 | Residential | + | N/A | N/A | 0 | N/A | --/+ | - | +? | -- | 0 | 0 | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P278 | Residential | + | N/A | N/A | 0 | N/A | --/+ | - | +? | +/- | 0 | --? | N/A | 0 | -? | N/A | -? | 0? | --? | 0 |
| 19P279 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | -- | -? | N/A | - | -? | N/A | -? | 0? | --? | 0 |
| 19P280 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | -? | +/-- | 0 | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P281 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | -? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P282 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | - | -? | N/A | -- | --? | N/A | -? | -? | --? | 0 |
| 19P283 | Residential | + | N/A | N/A | 0 | N/A | --/+ | 0 | -? | + | - | --? | N/A | -- | -? | N/A | -? | 0? | --? | 0 |
| 19P284 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P285 | Residential | + | N/A | N/A | 0 | N/A | ++ | -- | +? | +/-- | - | --? | N/A | 0 | -? | N/A | -? | -? | --? | 0 |
| 19P286 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | + | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P287 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| 19P288 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ?+ | ++ | - | --? | N/A | - | -? | N/A | 0? | 0? | - | 0 |
| 19P290 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++ | ++ | - | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| 19P292 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | 0 | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19P293 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | - | --? | N/A | - | -? | N/A | -? | -? | --? | 0 |
| 19P294 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P296 | Residential | + | N/A | N/A | 0 | N/A | + | -- | +? | -- | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P297 | Mixed Use | + | ++? | N/A | 0 | N/A | + | -- | -? | +/-- | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19P298 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | +/-- | - | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P299 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | -- | 0 | -? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P300 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | -? | N/A | -- | -? | N/A | --? | 0? | --? | 0 |
| 19P301 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P302 | Residential | ++ | N/A | N/A | 0 | N/A | ++ | -- | ++? | +/-- | -- | --? | N/A | -- | -? | N/A | --? | --? | --? | 0 |
| 19P303 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | 0 | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| 19P307a | Mixed Use | + | +? | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | 0 | -? | N/A | --? | 0? | --? | 0 |
| 19P308a | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19P309 | Mixed Use | + | +? | N/A | + | N/A | ++/--? | ++ | ++? | ++ | -- | 0 | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| 19P310 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | 0 | 0 | N/A | 0? | -? | - | 0 |
| 19P311 | Mixed Use | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | 0 | 0 | N/A | 0? | --? | - | 0 |
| 19P312 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P313 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P314 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | + | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P315 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | - | 0 | N/A | 0? | --? | - | 0 |
| 19P316 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P317 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P318 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | +? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P319 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| 19P323 | Residential | + | N/A | N/A | 0 | N/A | --?/+ | -- | -? | +/-- | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P324 | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | +? | -- | 0 | 0 | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P325 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++/-- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P326 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | -? | -- | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| 19P328 | Residential | + | N/A | N/A | + | N/A | ++ | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | -? | -? | 0 |
| 19P329 | Employment | N/A | + | N/A | + | N/A | + | ++ | N/A | + | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19P330 | Employment | N/A | ++ | N/A | 0 | N/A | + | ++ | N/A | -- | - | -? | N/A | + | -? | N/A | -? | 0? | +/-? | +? |
| 19P331 | Mixed Use | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | 0 | -? | N/A | 0? | 0? | - | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19P335 | Mixed Use | ++ | ++? | N/A | 0 | N/A | ++/--? | - | ++? | +/- | -- | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| 19P338 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | -? | N/A | 0 | -? | N/A | -? | -? | --? | 0 |
| PCC001 | Residential | ++ | N/A | N/A | 0 | N/A | --?/+ | ++ | -? | ++ | 0 | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| PCC002 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | -? | +/- | 0 | --? | N/A | + | 0 | N/A | --? | 0? | +/-? | +? |
| PCC003 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |

## Table 5.2: Likely sustainability effects of reasonable alternative development site options in South Ribble

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S019 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | - | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19S021 | Residential | + | N/A | N/A | 0 | N/A | + | 0 | +? | + | - | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S028 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | - | --? | N/A | 0 | 0 | N/A | --? | -? | --? | 0 |
| 19S029 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S039 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S044 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++ | - | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19S051 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| 19S052 | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S062 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| 19S064 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S067 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S070 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S077 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S087 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | ++ | ++? | ++ | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| 19S088 | Residential | ++ | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | -? | N/A | -- | 0 | N/A | --? | 0? | -- | 0 |
| 19S093 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | ++ | +? | ++ | -- | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S094 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | ++ | ++ | ++ | - | --? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |
| 19S098 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S103 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | - | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S108 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | - | 0 | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| 19S110 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | + | +? | + | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S119 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | - | --? | N/A | -- | 0 | N/A | -? | -? | -- | 0 |
| 19S122 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | 0 | +? | + | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S123 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | --? | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| 19S124 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S129 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | 0 | ++? | + | - | --? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |
| 19S132 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | -- | --? | N/A | -- | 0 | N/A | 0? | 0? | - | 0 |
| 19S137 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S146 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | -- | -? | +/-- | - | --? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S147 | Residential | + | N/A | N/A | 0 | N/A | ++/-- ? | -- | -? | +/-- | - | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S153 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | -? | N/A | + | 0 | N/A | -? | 0? | + | +? |
| 19S158/159/160/167 (all to be merged into one site) | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S162 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | -? | 0 |
| 19S163 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | -- | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S165 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S166 | Mixed Use | ++ | ++? | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S168 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| 19S169 (central) | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S169 (east) | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S170 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | -- | 0 | N/A | 0? | 0? | - | 0 |
| 19S171 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | 0 | N/A | + | 0 | N/A | -? | 0? | + | +? |
| 19S172 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S173 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S174 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S175 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S176 | Residential | + | N/A | N/A | 0 | N/A | + | 0 | +? | + | - | -? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S177 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | -? | N/A | -- | 0 | N/A | 0? | 0? | -- | 0 |
| 19S179 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S181 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | --? | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| 19S182 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | -? | N/A | -- | 0 | N/A | 0? | 0? | - | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S183 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S188 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S189 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | 0? | - | 0 |
| 19S190 | Employment | N/A | + | N/A | 0 | N/A | + | -- | N/A | + | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S191 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| 19S194 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | 0 | N/A | - | 0 | N/A | 0? | -? | --? | 0 |
| 19S195 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S196 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | --? | N/A | 0 | 0 | N/A | --? | -? | --? | 0 |
| 19S197 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S198 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | - | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S199 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S201 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | ++/-- | -- | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S202 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S203 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| 19S204 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S205 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | ++? | ++ | - | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S206 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S208 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S210 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S212 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | -- | +? | ++/-- | - | --? | N/A | -- | 0 | N/A | -? | -? | -- | 0 |
| 19S213 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | -? | N/A | - | 0 | N/A | 0? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S215 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| 19S216 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | ++/-- | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S217 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++ | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19S220 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | -? | +/- | 0 | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S221 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S222 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | -- | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S223 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | --? | N/A | - | 0 | N/A | 0? | -? | - | 0 |
| 19S225 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| 19S227 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | +/-? | +? |
| 19S230 | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + | - | --? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S232 | Residential | + | N/A | N/A | 0 | N/A | --/+ | - | -? | +/- | 0 | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19S238 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | - | 0 | N/A | 0? | 0? | --? | 0 |
| 19S239 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S240 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S241 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S242 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| 19S243 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S245 | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + | 0 | 0 | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19S246 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19S249 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19S250 | Residential | ++ | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19S263 | Residential | + | N/A | N/A | 0 | N/A | --/+ | - | -? | +/- | 0 | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S269 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | +/-- | - | --? | N/A | -- | 0 | N/A | -? | -? | -- | 0 |
| 19S304 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S320 | Mixed Use | + | +? | N/A | 0 | N/A | ++/-- | 0 | +? | + | - | --? | N/A | + | -? | N/A | --? | -? | +/-? | +? |
| 19S326 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| 19S331x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19S334x | Residential | + | N/A | N/A | 0 | N/A | ++ | + | -? | --/+ | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| 19S337a | Residential | + | N/A | N/A | 0 | N/A | ++/-- | 0 | ?+ | + | - | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19S350 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| 19S351a | Mixed Use | + | +? | N/A | 0 | N/A | ++/-- | 0 | +? | + | - | --? | N/A | + | -? | N/A | --? | -? | +/-? | +? |
| 19S355a | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + | - | --? | N/A | + | 0 | N/A | -? | 0? | + | +? |
| 19S362 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | 0 | N/A | -- | 0 | N/A | 0? | 0? | - | 0 |
| 19S366 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | 0 | N/A | -- | 0 | N/A | --? | 0? | -- | 0 |
| 19S367 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| SRBC001 | Employment | N/A | ++ | N/A | 0 | N/A | + | -- | N/A | + | 0 | --? | N/A | + | 0 | N/A | --? | -? | +/-? | +? |
| SRBC002 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| SRBC004 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | 0 | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| SRBC005 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| SRBC006 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | +/-- | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SRBC007 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| SRBC008 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | - | --? | N/A | + | 0 | N/A | -? | -? | + | +? |
| SRBC009 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | -? | 0? | + | +? |
| SRBC010 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | -- | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| SRBC013 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| SRBC018 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| SRBC019 | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ | - | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| SRBC020 | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | - | --? | N/A | + | 0 | N/A | -? | -? | + | +? |
| SRBC021 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |

**Table 5.3: Likely sustainability effects of reasonable alternative development site options in Chorley**

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19C006 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++/-- | 0 | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19C050 | Employment | N/A | + | N/A | 0 | N/A | + | ++ | N/A | ++ | 0 | -? | N/A | + | 0 | N/A | -? | 0? | +/-? | +? |
| 19C100 | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | --? | -? | -? | 0 |
| 19C227x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | ++ | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C228x | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C230x | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C233x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19C236x | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |
| 19C238x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++/-- | 0 | --? | N/A | 0 | 0 | N/A | --? | -? | --? | 0 |
| 19C239x | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C241x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |
| 19C242x | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ | 0 | --? | N/A | + | 0 | N/A | 0? | -? | +/-? | +? |
| 19C243x | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | --? | -? | -? | 0 |
| 19C244x | Employment | N/A | ++ | N/A | + | N/A | + | ++ | N/A | + | 0 | --? | N/A | + | 0 | N/A | --? | -? | -? | +? |
| 19C245x | Employment | N/A | ++ | N/A | 0 | N/A | + | ++ | N/A | + | 0 | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19C247x | Residential | + | N/A | N/A | + | N/A | ++/--? | ++ | +? | ++ | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| 19C248x | Mixed Use | + | +? | N/A | + | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| 19C250x | Residential | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C251x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | - | --? | N/A | -- | 0 | N/A | --? | -? | --? | 0 |
| 19C253x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | - | -? | N/A | 0 | 0 | N/A | 0? | -? | --? | 0 |
| 19C254x | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C255x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| 19C256x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C257x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | -? | N/A | + | 0 | N/A | 0? | -? | +/-? | +? |
| 19C260x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | ++? | ++ | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C262x | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + | 0 | -? | N/A | -- | 0 | N/A | -? | 0? | -- | 0 |
| 19C263x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | 0 | +? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19C264x | Residential | + | N/A | N/A | 0 | N/A | ++/--? |  | +? | ++ | 0 | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19C265x | Mixed Use | + | +? | N/A | 0 | N/A | ++ |  | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C267x | Employment | N/A | + | N/A | 0 | N/A | + |  | N/A | ++ | - | 0 | N/A | + | 0 | N/A | 0? | 0? | +/-? | +? |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19C268x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | | +? | ++ | - | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C271x | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | 0 | 0 | N/A | 0? | 0? | -? | 0 |
| 19C272x | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C274x | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19C275x | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| 19C276x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19C277x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| 19C281x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C282x | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | -? | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C283x | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| 19C285 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C346 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C350 | Employment | N/A | + | N/A | 0 | N/A | + | ++ | N/A | ++ | 0 | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C359 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| 19C369 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | + | +? | + | 0 | 0 | N/A | + | 0 | N/A | -? | 0? | + | +? |
| 19C383 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ | 0 | --? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| 19C393a | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ | 0 | --? | N/A | 0 | 0 | N/A | --? | -? | -? | 0 |
| 19C394a | Residential | ++ | N/A | N/A | 0 | N/A | --?/+ | - | +? | +/- | 0 | --? | N/A | + | 0 | N/A | --? | -? | +/-? | +? |
| 19C396a | Residential | + | N/A | N/A | 0 | N/A | ++/--? | -- | -? | +/-- | 0 | --? | N/A | + | 0 | N/A | -? | 0? | +/-? | +? |
| 19C397a | Residential | + | N/A | N/A | 0 | N/A | --/+ | -- | -? | +/-- | 0 | --? | N/A | + | 0 | N/A | --? | -? | +/-? | +? |
| 19C399a | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | + | 0 | N/A | --? | -? | + | +? |
| 19C400a | Residential | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- | 0 | 0 | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| 19C401a | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |

| Site reference | Proposed use | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19C402a | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| 19C410 | Residential | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ | 0 | --? | N/A | - | 0 | N/A | --? | -? | --? | 0 |
| 19C411 | Mixed Use | + | +? | N/A | 0 | N/A | ++/--? | 0 | +? | + | 0 | --? | N/A | + | 0 | N/A | -? | -? | +/-? | +? |
| 19C413 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++/-- | 0 | --? | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |
| 19C414 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| 19C415 | Mixed Use | + | ++? | N/A | 0 | N/A | ++/--? | ++ | -? | ++ | 0 | --? | N/A | -- | 0 | N/A | --? | 0? | --? | 0 |
| 19C416 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | + | - | -? | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |
| 19C417 | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C418 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | ++ | - | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| 19C419 | Residential | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ | 0 | 0 | N/A | + | 0 | N/A | -? | -? | + | +? |
| 19C427 | Residential | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- | 0 | -? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| 19C434 | Residential | + | N/A | N/A | 0 | N/A | ++ | 0 | ++? | ++ | 0 | --? | N/A | - | 0 | N/A | 0? | 0? | --? | 0 |

# Chapter 6

# Integrated Assessment findings for the Pre-Submission Local Plan

**6.1** This chapter presents the IA findings for the policies and site allocations in the Regulation 19 Pre-Submission Local Plan. There are 11 strategic policies, 45 development management policies and 12 site allocation policies presented within the following chapters of the Proposed Submission Local Plan:

- Chapter 3: Vision, Objectives and Spatial Strategies;
- Chapter 4: Balanced Housing Market;
- Chapter 5: Prosperous Economy;
- Chapter 6: Healthy and Inclusive Communities;
- Chapter 7: High Quality Environment;
- Chapter 8: Climate Change and Sustainable Energy;
- Chapter 9: Sustainable Travel; and
- Chapter 10: Infrastructure Delivery.

**6.2** This chapter of the IA presents an appraisal of each policy contained within the Pre-Submission Local Plan individually. The policy appraisals are presented in the order the policies appear in the Pre-Submission Local Plan and are grouped by the same chapters. For each group of policies, a table is provided illustrating the likely sustainability effects of each policy in relation to each IA objective. Text is provided below each table explaining the reasoning behind the effects identified for each policy. Cumulative effects of the plan as a whole are considered in the next chapter.

# Vision, objectives and spatial strategies

## Vision and objectives

**6.3** The likely effects of the vision and objectives are presented in **Table 6.1** and are described below the table.

## Table 6.1: Likely effects of the vision and objectives

| IA objective | Vision | O1 | O2 | O3 | O4 | O5 | O6 | O7 | O8 | O9 | O10 | O11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IA1: Housing | +? | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA2: Economy | +? | 0 | 0 | 0 | ++ | 0 | 0 | 0 | + | 0 | 0 | 0 |
| IA3: Transport and utilities | +? | 0 | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| IA4: Deprivation | +? | 0 | + | + | + | + | 0 | + | 0 | 0 | + | + |
| IA5: Equality | +? | 0 | + | + | + | + | 0 | + | 0 | 0 | + | + |
| IA6: Health | +? | + | + | + | 0 | + | 0 | + | 0 | + | 0 | ++ |
| IA7: Social infrastructure | +? | 0 | + | 0 | + | + | 0 | 0 | 0 | 0 | + | + |
| IA8: Education | +? | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 |
| IA9: Sustainable transport | 0? | 0 | + | 0 | + | ++ | 0 | + | 0 | 0 | 0 | + |
| IA10: Air quality | 0? | + | 0 | 0 | 0 | + | 0 | 0 | 0 | + | 0 | 0 |
| IA11: Biodiversity and geodiversity | +? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ++ | 0 | 0 |

| IA objective | Vision | O1 | O2 | O3 | O4 | O5 | O6 | O7 | O8 | O9 | O10 | O11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IA12: Climate change adaptation | +? | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 |
| IA13: Flood risk | +? | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 |
| IA14: Water | 0? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA15: Energy and emissions | +? | + | 0 | 0 | 0 | + | 0 | 0 | 0 | + | 0 | 0 |
| IA16a: Landscape | +? | 0 | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 | 0 | 0 |
| IA16b: Historic environment | +? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 |
| IA17: Resources | 0? | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA18: Waste | 0? | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Spatial vision

**6.4** The vision for Central Lancashire sets out a general ambition for sustainable growth, aiming to create a desirable place to live, work, visit and invest. Prioritising carbon neutrality and climate action, it supports economic prosperity through city and town centre regeneration and new employment opportunities. High-quality housing and infrastructure will meet the needs of diverse communities, fostering vibrant, inclusive and distinct places.

**6.5** If the vision is achieved, it can be expected to lead to minor positive effects in relation to the following IA objectives:

- **IA objective 1**: Housing, because the vision commits to providing a wide range of high quality sustainable new housing. This will ensure varied housing that addresses local need.
- **IA objective 2**: Economy, because the vision seeks to make Central Lancashire a key economic centre for the North West. It commits Central Lancashire to the delivery of new employment opportunities, as well as the regeneration of city and town centres. This will support sustainable economic growth and job creation.
- **IA objective 3**: Transport and utilities¸ because the vision seeks to deliver supporting infrastructure, which could include transport and utilities infrastructure.
- **IA objective 4**: Deprivation, because the vision places an emphasis on community wealth building and inclusivity, which will aid in reducing deprivation and promoting equality of opportunity. The creation and subsequent availability of employment opportunities may also help address certain aspects of deprivation.
- **IA objective 5**: Equality, because like IA4, the vision highlights inclusive communities as being at the heart of Central Lancashire's growth, which will contribute towards greater levels of equality. The delivery of a wide range of

high quality housing will also help meet different people's needs, including those with protected characteristics (e.g. age and disability).

- **IA objective 6**: Health, because the vision seeks to enhance people's health and wellbeing through well-designed developments. The vision also refers to the provision of opportunities for recreation and leisure, which will support positive health outcomes.
- **IA objective 7**: Social infrastructure, because the vision seeks to deliver supporting infrastructure, which could include healthcare and educational facilities, together with open spaces.
- **IA objective 8**: Education, because the vision seeks to deliver supporting infrastructure, which could include educational facilities. The creation of new employment opportunities may also support skills attainment.
- **IA objective 11**: Biodiversity and geodiversity, because the vision seeks to protect and enhance the natural environment for its intrinsic value.
- **IA objective 12**: Climate change adaptation, because the vision states that new development will address climate change.
- **IA objective 13**: Flood risk, because the vision commits to addressing climate change, which includes increased flood risk.
- **IA objective 15**: Energy and emissions, because the vision supports Central Lancashire's ambitions of carbon neutrality.
- **IA objective 16a**: Landscape, because the vision promotes distinct, vibrant places, which reflects a commitment to maintaining local character while supporting regeneration.
- **IA objective 16b**: Historic environment, because the vision makes refence to the conservation of heritage assets in Central Lancashire.

**6.6** The vision is unlikely to have any adverse effects in relation to any of the IA objectives. Due to the fact they are not specifically mentioned or indirectly affected, the vision's contribution to the achievement of the following objectives is likely to be negligible: IA objectives 9: Sustainable transport, 10: Air quality, 14: Water, 17: Resources and 18: Waste.

**6.7** All the effects of the vision are subject to some uncertainty since their achievement will depend on the details of the Local Plan policies and site allocations which are designed to implement it (and have been appraised separately).

### Recommendations

- The vision could refer to active and sustainable travel modes.
- The vision could refer to flood risk mitigation, such as Sustainable Drainage Systems (SuDS).
- The vision could seek to enhance the historic environment, not just protect it.

## Strategic objectives

**6.8** Strategic Objective 3 seeks to deliver a diverse range of housing to meet future needs. Specifically, the objective seeks to provide a scale and mix of housing types and sizes, and a variety of tenures. Therefore, a significant positive effect is expected in relation to IA objective 1: Housing.

**6.9** Strategic Objective 4 advocates for new employment and economic growth opportunities, promoting Central Lancashire as the economic centre for Lancashire. Further to this, the objective also seeks to protect and enhance Preston City Centre's role as Lancashire's key shopping, leisure, tourism and cultural destination. As such, a significant positive effect is expected against IA objective 2: Economy. Strategic Objective 8 seeks to ensure historic assets are sustained and enhanced so that the economic benefits are realised. Therefore, a minor positive effect is expected for Strategic Objective 8 against IA objective 2.

**6.10** Strategic Objective 5 promotes development in sustainable locations where its design enables a reduced need to use a car and promotes walking, cycling and public transport use, prioritising active travel and supporting accessibility and connectivity. Therefore, a significant positive effect is expected in relation to IA objective 9: Sustainable transport. Locating development in sustainable locations will help ensure the existing transport network can support and enable the anticipated

scale and spatial distribution of development. Similarly, Strategic Objective 2 refers to the best use of infrastructure, facilities and services, and ensures that any improvements to meet future needs are identified, appropriately funded and brought forward. As such, Strategic Objectives 2 and 5 are expected to have minor positive effects against IA objective 3: Transport and utilities. Strategic objectives 2, 4 and 7 further seek to locate development in accessible and sustainable locations, while Strategic objective 11 promotes active design in new development. As such, minor positive effects are expected for these objectives against IA objective 9.

**6.11** Strategic Objectives 3 and 7 promote safe communities through development design, which may contribute to a reduction in crime levels. As such, these objectives are expected to have minor positive effects against IA objective 4: Deprivation. Similarly, Strategic Objectives 2, 4, 5 and 11 seek to foster more sustainable communities by enhancing access to facilities, services and greater economic opportunities for all, including those is more deprived areas. Further to this, Strategic Objective 10 supports the provision of high quality education facilities, in addition to training opportunities and vocational and apprenticeship opportunities for all. As such, these objectives are also expected to have minor positive effects in relation to IA objective 4. For the same reasons, Strategic Objectives 2, 3, 4, 5, 7, 10 and 11 are also expected to have minor positive effects against IA objective 5: Equality. This is largely because each objective promotes sustainable communities and equal opportunities. Development in well-connected locations ensures that people of all demographics, including vulnerable and low-income groups, can access essential services like healthcare, education and recreation.

**6.12** Strategic Objectives 1, 2, 3, 5, 7, 9 and 11 promote healthy lifestyles within Central Lancashire. Objective 1 does this by protecting people from flood risk, which can have beneficial effects on their physical and mental wellbeing. Strategic Objective 2 does this by ensuring that facilities and services, including those related to healthcare, are properly funded to make improvements relevant to future need. Strategic Objective 3 does this by ensuring there is a supply of a range of homes, improving people’s wellbeing. Strategic Objectives 5 and 7 promote healthy lifestyles by prioritising walking and cycling through active travel, which can have beneficial effects on physical and mental health. Similarly, objective 9 enhances access to parks and open spaces, which provides opportunities for physical activity, improving both physical and mental health. Therefore, all five objectives are expected to have

minor positive effects against IA objective 6: Health. Strategic Objective 11 seeks to ensure that development contributes to the reduction of health inequalities in a variety of ways, including through inclusive active design in new development and the provision of sport, leisure, recreation and community facilities. As such, a significant positive effect is expected against IA objective 6.

**6.13** Strategic Objectives 2, 4 and 5 seek to foster more sustainable communities by enhancing access to facilities, services and greater economic opportunities, including through accessible public transport. Similarly, Strategic Objective 10 supports the provision of high-quality education facilities, while Strategic Objective 11 promotes greater access to sport, leisure, recreation and community facilities. As such, these objectives are expected to have minor positive effects against IA objective 7: Social infrastructure.

**6.14** Strategic Objective 10 directly seeks to build on existing education, training and skills attainment at all levels, including through high-quality education facilities and new training opportunities. As such, Strategic Objective 10 is expected to have a significant positive effect against IA objective 8: Education. Similarly, Strategic Objective 2 commits to ensuring that facilities and services, including those related to education, are properly funded to make improvements relevant to future need. As such, a minor positive effect is expected for IA objective 8.

**6.15** Strategic Objectives 1, 5 and 9 each contribute towards mitigating the effects of climate change and improving air quality in Central Lancashire. Objective 1 does this by ensuring new development mitigates climate change. Strategic Objective 5 does this by promoting sustainable travel which reduces greenhouse gas emissions, in addition to air pollution, and Strategic Objective 9 promotes green and blue infrastructure which will help to reduce and absorb carbon emissions in Central Lancashire. As such, these objectives are expected to have minor positive effects against IA objectives 10: Air quality and 15: Energy and emissions.

**6.16** Strategic Objective 9 seeks to conserve and enhance the natural environment, including the provision of a green and blue infrastructure network and enhancements through biodiversity net gain. As such, a significant positive effect is expected for IA objective 11: Biodiversity and geodiversity. Similarly, Strategic Objective 8 seeks to

ensure historic assets are sustained and enhances so that the environmental benefits can be realised. As such, a minor positive effect is expected for Strategic Objective 8 against IA11.

**6.17** Strategic Objectives 1 and 9 contribute to managing climate change in Central Lancashire. Objective 1 ensures new developments are resilient to the effects of climate change while Objective 9 enhances green and blue infrastructure to manage flood risk. As such, Strategic Objective 1 is expected to have a significant positive effect on IA12: Climate Change Adaptation and Strategic Objective 9 is expected to have a minor positive effect.

**6.18** Strategic Objective 1 seeks to reduce vulnerability to flooding and promotes sustainable forms of surface water drainage. Similarly, Strategic Objective 9 promotes green and blue infrastructure and its role in managing potential flood risk. As such, Strategic Objectives 1 and 9 are expected to have significant positive effects in relation to IA objective 13: Flood risk. Strategic Objective 1 is also expected to have a minor positive effect in relation to IA objective 14: Water, as it supports the incorporation of sustainable construction and water efficiency practices, which should improve the availability of water resources.

**6.19** Strategic Objective 6 seeks to protect and enhance the character and appearance of Central Lancashire's landscape and townscape, as well as its local distinctiveness and sense of place. Similarly, Strategic Objective 7 seeks to promote built design that achieves a strong sense of place through the relationship of buildings with each other and the spaces around them. Overall, Strategic Objective 6 is expected to have a significant positive effect in relation to IA objective 16a: Landscape, while Strategic Objective 7 is expected to have a minor positive effect.

**6.20** Strategic Objective 8 seeks to conserve and enhance the historic environment, heritage assets and their settings. As such, Strategic Objective 8 is expected to have a significant positive effect in relation to IA objective 16b: Historic environment.

**6.21** Strategic Objective 2 seeks to focus development at accessible and sustainable locations, making the best use of existing land as well as existing infrastructure and services. As such, a minor positive effect is expected against IA objective 17:

Resources. Similarly, Strategic Objective 1 seeks to minimise the use of natural resources in new development. As such, a minor positive effect is also expected for Strategic Objective 1.

### Recommendations

- Reference to sustainable or active modes of transport is recommended when discussing development in 'accessible' locations.
- There is opportunity to better define what a 'sustainable' community is. For example, does this include better access to sustainable transport modes? Does this include better access to facilities, services or infrastructure?
- Reference to utilities and digital connectivity is recommended.

## Spatial strategy

**6.22** The likely effects of the spatial strategy policies are presented in Table 6.2 and described below the table.

**Table 6.2: Likely effects of the spatial strategy policies**

| IA objective | SS1 | SS2 |
|---|---|---|
| IA1: Housing | ++ | ++ |
| IA2: Economy | ++ | ++ |
| IA3: Transport and utilities | + | + |
| IA4: Deprivation | + | + |
| IA5: Equality | +/- | +/- |
| IA6: Health | + | + |
| IA7: Social infrastructure | + | + |

| IA objective | SS1 | SS2 |
|---|---|---|
| IA8: Education | + | + |
| IA9: Sustainable transport | + | + |
| IA10: Air quality | +/- | +/- |
| IA11: Biodiversity and geodiversity | +/- | - |
| IA12: Climate change adaptation | - | - |
| IA13: Flood risk | - | - |
| IA14: Water | - | - |
| IA15: Energy and emissions | +/- | - |
| IA16a: Landscape | +/- | +/- |
| IA16b: Historic environment | - | -- |
| IA17: Resources | + | + |
| IA18: Waste | 0 | 0 |

## Policies SS1: Development Patterns and SS2: Settlement Hierarchy

**6.23** Policies SS1 and SS2 promote development in areas considered to be the most appropriate locations for new homes. Policy SS1 focuses on city and town centre support and regeneration, which aligns with Policy SS2's focus on urban areas, towns and larger settlements. It is assumed that these areas are already supported by infrastructure, making them suitable for accommodating higher population growth. Additionally, the focus on these areas and to a lesser extent limited rural development, will allow a slightly more balanced distribution of housing. As Policies SS1 and SS2 supports new housing, both are expected to have significant positive effects against IA objective 1: Housing.

**6.24** Policies SS1 and SS2 promote employment and commercial growth in sustainable locations by focussing on urban areas, towns and larger settlements, including city and town centre regeneration. As both policies support economic development, significant positive effects are expected against IA objective 2: Economy for both.

**6.25** Policies SS1 and SS2 seek to locate new development in sustainable locations where development can facilitate or benefit from active travel and the use of public transport. Additionally, both policies support development within city and town centres that are well-served by public transport, with Policy SS1 seeking to facilitate active travel and the use of public transport. However, due to the fact both policies focus some development in smaller rural settlements, they may not fully reduce the need for car travel in these areas, leading to continued reliance on private vehicles. Therefore, development may increase the number of cars on the road and associated air pollution, in addition to greenhouse gas emissions. This is particularly important, as a number of Air Quality Management Areas (AQMAs) are located closer to settlements towards the top end of the settlement hierarchy, such as Preston, making them more susceptible to the negative impacts of increased traffic. It is assumed that these areas have the utilities infrastructure required to support growth. Overall, mixed minor positive and minor negative effects are expected against IA objectives 3: Transport and utilities, 9: Sustainable transport, 10: Air quality and 15: Energy and emissions for both policies.

**6.26** Policies SS1 and SS2 seek to regenerate Central Lancashire's urban areas, towns and larger settlements, which experience the highest levels of deprivation. This includes settlements towards the top of the settlement such as Preston in Tier 1 and Chorley in Tier 2. Concentrating new development in these locations could help regenerate deprived areas and provide more social and economic opportunities. As such, a minor positive effect is expected against IA objective 4: Deprivation for both policies.

**6.27** Policies SS1 and SS2 promote social inclusion by prioritising development in sustainable locations where new development can benefit from or provide public transport, healthcare and other essential services, making it easier for vulnerable and disadvantaged groups to access services and facilities. However, while focussing development in urban areas, towns and larger settlements, smaller rural communities

could face unequal access to housing, employment and services due to the lesser focus on these locations towards the bottom of the settlement hierarchy. If both policies continue to focus on urban and larger settlements, disparities between urban and rural communities may widen. As such, a mixed minor positive and minor negative effect is expected against IA objective 5: Equalities for both policies.

**6.28** Policy SS1 and SS2 promote development in sustainable locations, where development can benefit from and/or provide new amenities, educational establishments, healthcare facilities and open space, supporting healthy lifestyles, access to social infrastructure and better education. Indeed, Policy SS1 seeks to support and reinvigorate the role of centres as focal points for services and facilities. As such, minor positive effects are expected against IA objectives 6: Health, 7: Social infrastructure and 8: Education for both policies.

**6.29** Policy SS1 seeks to support and enhance a network of accessible green and blue infrastructure and nature recovery, and similarly Policy SS2 seeks to limit new development in the countryside, which accommodates higher levels of biodiversity. However, any form of new development that comes forward is likely to place some level of pressure on local biodiversity and ecology, despite these mitigative efforts. As such, a mixed minor positive and minor negative effect is expected against IA objective 11: Biodiversity and geodiversity, while a minor negative effect is expected against IA objective 11 for Policy SS2.

**6.30** Policies SS1 and SS2 promote development in urban areas, towns and larger settlements, some of which are prone to flood risk, particularly when considering the predicted effects of climate change. Further to this, focusing development in predominantly urban and built-up areas may place pressure on water resources and increase surface runoff, particularly if development does not incorporate adequate mitigation. Policy SS1 states that it will promote green infrastructure, which may help attenuate flow before it enters a watercourse, providing an area where water ca be stored, infiltrated and harvested for re-use. As most of Preston falls within SPZs, including six inner protection zones, it is likely that prioritising development here and other urban areas as set out within these policies may impact upon drinking water abstraction. As such, minor negative effects are expected against IA objectives 12: Climate change adaptation, 13: Flood risk and 14: Water for both Policy SS1 and SS2.

**6.31** Policy SS1 seeks to ensure that new development provides the greatest opportunities to reduce greenhouse gas emissions and create climate resilient places, as well as promoting green and blue infrastructure networks that will further contribute towards providing climate resilience through carbon sequestration. However, both Policy SS1 and SS2 promote more development in urban and larger settlements which are prone to surface water flood risk. As such, a mixed minor positive and minor negative effect is expected against IA objective 15: Energy and emissions for Policy SS1 and a minor negative effect is expected for Policy SS2.

**6.32** Policy SS1 seeks to focus development within settlement boundaries and on allocated sites, including previously developed land, alongside maintaining areas of separation to reduce the risk of settlement coalescence. Additionally, the protection of Green Belt is also highlighted to prevent urban sprawl. SS1 further refers to the careful integration of new development into its environment and landscape, seeking to make a positive contribution to landscape enhancement. Similarly, Policy SS2 promotes growth within settlement boundaries, focusing on town centre renewal, while limiting development in smaller rural villages and hamlets which will help to preserve the existing landscape and townscape. However, any form of new development that comes forward is likely to place some level of pressure on the landscape, despite these mitigative efforts. As such, mixed minor positive and minor negative effects are expected against IA objective 16a: Landscape for both policies.

**6.33** Policy SS1 notes that new development should be sensitively integrated into its historic context and make a positive contribution to its historic environment. Further to this, it seeks to harness and enhance local culture and heritage. Despite this, Policies SS1 and SS2 seek to focus development in the most sustainable locations in Central Lancashire, which tend to be in urban and larger settlements, including the regeneration of city and town centres. This regeneration may place increased pressure on the settings of heritage assets. This is a particular concern for Preston, the primary focus for development in Policy SS2, in which the greatest concentration of heritage assets lies within its city centre. As such, a minor negative effect is expected against IA objective 16b: Historic environment for Policy SS1 and a significant negative effect is expected for Policy SS2.

**6.34** Policies SS1 and SS2 promote new development in the most sustainable locations in Central Lancashire, including city and town centre regeneration and well-

located previously developed land and buildings. This urban-focussed approach is likely to incorporate a high level of brownfield land development, which is an efficient use of previously developed land. As such, a minor positive effect is expected against IA objective 17: Resources for both policies.

**6.35** Policies SS1 and SS2 do not reference waste management practices. These are largely dependent on peoples' behaviour and the design of development. As such, a negligible effect is expected against IA objective 18: Waste for both policies.

### Reasonable alternatives

**6.36** In total, five spatial strategy options were considered. These options were subject to IA, the findings of which are presented in **Chapter 4** of this IA Report.

### Recommendations

- Policy SS1: Development Patterns could reference flood mitigation as a consideration for new development in forming sustainable growth. This may include reference to SuDS.
- Policy SS1 could reference waste management practices as a consideration for new development in forming sustainable growth.

## Strategic sites

**6.37** The IA findings for each of the four strategic site allocations are set out below in **Tables 6.3 to 6.10**. In each table, the first column(s) show the 'policy-off' effects (i.e. mitigation not taken into account) for the individual site options that comprise the strategic site allocation. The final part of the table shows the 'policy-on' effects for the site allocation (i.e. the mitigation set out in the policy is taken into account), with justification text to explain the effects identified. The policy-off effects are the same as those reported in Chapter 5 for the site options, but are repeated here for ease of reference.

# North West Preston/Bartle – likely effects of Policy SS3: Strategic Site Allocation

### Table 6.3: Policy-off effects of component site options

| IA objective | 19P095 | 19P102 | 19P131 | 19P293 | 19P325 | PCC001 |
|---|---|---|---|---|---|---|
| IA1: Housing | + | + | ++ | + | + | ++ |
| IA2: Economy | N/A | N/A | N/A | N/A | N/A | N/A |
| IA3: Transport and utilities | N/A | N/A | N/A | N/A | N/A | N/A |
| IA4: Deprivation | 0 | 0 | 0 | 0 | 0 | 0 |
| IA5: Equality | N/A | N/A | N/A | N/A | N/A | N/A |
| IA6: Health | --/+ | ++/--? | ++/--? | ++/-- | ++/--? | --?/+ |
| IA7: Social infrastructure | ++ | ++ | ++ | ++ | ++ | ++ |
| IA8: Education | -? | +? | +? | -? | -? | -? |
| IA9: Sustainable transport | ++/-- | ++ | ++ | ++ | ++/-- | ++ |
| IA10: Air quality | 0 | - | - | - | 0 | 0 |
| IA11: Biodiversity and geodiversity | -? | --? | --? | --? | --? | - |
| IA12: Climate change adaptation | N/A | N/A | N/A | N/A | N/A | N/A |
| IA13: Flood risk | -- | -- | -- | - | -- | -- |
| IA14: Water | -? | -? | --? | -? | -? | -? |
| IA15: Energy and emissions | N/A | N/A | N/A | N/A | N/A | N/A |
| IA16a: Landscape | -? | -? | --? | -? | -? | --? |

| IA objective | 19P095 | 19P102 | 19P131 | 19P293 | 19P325 | PCC001 |
|---|---|---|---|---|---|---|
| IA16b: Historic environment | -? | -? | -? | -? | -? | -? |
| IA17: Resources | --? | --? | --? | --? | --? | --? |
| IA18: Waste | 0 | 0 | 0 | 0 | 0 | 0 |

### Table 6.4: Policy-on effects of allocation SS3

| IA objective | SS3 effects | Comment |
|---|---|---|
| IA1: Housing | ++ | A significant positive effect is expected, as this strategic site allocation will deliver approximately 2,767 dwellings in total. Further to this, the policy states that provision will be made for range of house types and tenures, including older person's housing and self and custom build housing. |
| IA2: Economy | + | A minor positive effect is expected, as this strategic site allocation will provide a range of new retail facilities, involving a new local centre with a medium or large supermarket, in addition to smaller local or neighbourhood centres. This will contribute towards economic growth. |
| IA3: Transport and utilities | + | A minor positive effect is expected, as this strategic site allocation will provide highway improvements and sustainable transport improvements, including delivery of William Young Way, and the provision of footways and cycleways. These measures will ensure transport infrastructure needs are met. |
| IA4: Deprivation | 0 | This strategic site allocation is not located within an area of deprivation. Therefore, Policy SS3 is expected to have a negligible effect against this objective. |
| IA5: Equality | + | A minor positive effect is expected, as the development seeks to create a sustainable, mixed community. Further to this, the mix of house types and tenures will ensure different people's needs are met, such as those with a disability who may want to customise their home to meet their own |

| IA objective | SS3 effects | Comment |
|---|---|---|
| | | needs. The policy will also help ensure people have easy access to services and facilities, including open space, and are not always reliant on the car. |
| IA6: Health | + | All six sites comprising SS3 are located within 400m of both a walking and cycling path. However, three of them contain a Public Right of Way (PRoW) that could be lost as a result of development (19P131, 19P325 and PCC001), although the policy does refer to these PRoWs being lost. Four of the sites are located within 800m of an open space (19P102, 19P131, 19P293 and 10P325), while two of them are within 800m of a hospital (19P325 and PCC001) and one of them 800m of a GP surgery (19P131). Overall, therefore, the sites generally have reasonable access to existing healthcare and open space, in addition to active travel routes. Policy SS3 seeks to create a sustainable, mixed community where community facilities will be provided so as to cater for people's needs. It also supports the delivery of a new linear park which will provide a new space for recreation, while also encouraging walking and cycling. This will have beneficial effects on people's physical health and mental wellbeing. Furthermore, the policy seeks to ensure acceptable levels of amenity for houses near main roads. Overall, therefore, a minor positive effect is expected. |
| IA7: Social infrastructure | ++ | A significant positive effect is expected, as the sites comprising SS3 are adjacent to the Preston Urban Area (Tier 1), and so within close proximity of services and facilities. Further to this, Policy SS3 makes provision for new community facilities, in addition to a new local centre and some local or neighbourhood centres. |
| IA8: Education | ++ | Although four of the six sites comprising SS3 are not located within 800m of an existing primary or secondary school, the other two are located within 800m of a primary school. Policy SS3 requires proposals to provide land for one 1.5 form entry and one 2 form entry primary school, one high school within North West Preston and land for one 2 form entry primary school within Bartle Garden |

| IA objective | SS3 effects | Comment |
|---|---|---|
| | | Village. Therefore, Policy SS3 is expected to have a significant positive effect. |
| IA9: Sustainable transport | ++ | A significant positive effect is expected, as the sites comprising SS3 are adjacent to the Preston Urban Are (Tier 1), and so are within close proximity of services and facilities. This reduces the need to travel elsewhere to reach certain amenities, often by private car. Further to this, four of the component sites are within 800m of a railway station and bus stop, although two of them are not. This is likely to encourage use of these more sustainable travel modes – particularly as the policy requires public transport contributions in the form of enhanced bus service frequency. Moreover, the policy supports connections to existing footpaths, cycleways and public rights of way together with new footways and cycleways, and a new linear park incorporating cycling and walking routes. However, the policy does seek to deliver the East West Link Road known as William Young Wayas part of the development, thereby improving road connectivity and potentially encouraging car-based travel, although potentially also reducing congestion. As such, a minor positive effect is expected in relation to this objective overall. |
| IA10: Air quality | - | A minor negative effect is expected, as three of the six sites comprising SS3 are within 3km of an AQMA and so could exacerbate air quality issues in these areas as a result of an increase in the number of cars on the road as a result of new residents. However, it is acknowledged that Policy SS3 supports active and sustainable travel modes. |
| IA11: Biodiversity and geodiversity | - | Five of the six sites comprising SS3 are within 100m of a Priority Habitat (deciduous woodland), while the other is within 250m. Therefore, development may cause some harm to these habitats, Development may also cause harm to the nearby Biological Heritage Site (Bartle Wetlands). However, Policy SS3 seeks to create an integrated network of natural green spaces as part of a new linear park, which will contribute to biodiversity. |

| IA objective | SS3 effects | Comment |
|---|---|---|
| | | Therefore, a minor negative effect is expected overall. |
| IA12: Climate change adaptation | - | A minor negative effect is expected, as the amount of development proposed by this policy will result in some loss of porous, greenfield land and so will likely contribute towards flood risk. However, it is acknowledged that the delivery of a new linear park may help reduce temperatures and provide shading during hot spells. |
| IA13: Flood risk | - | Five of the six sites comprising SS3 contain land with a 1 in 30-year risk of surface water flooding, while the other contains land with a 1 in 100 year risk of surface water flooding. Policy SS3 requires development proposals to include surface water drainage mitigation measures. Additionally, it states that the recommendations in the Level 2 Strategic Flood Risk Assessment (SFRA) should be addressed. The creation of natural green spaces will also help absorb surface water. These measures will help address flood risk and so a minor negative effect is expected overall. |
| IA14: Water | - | One of the six sites comprising SS3 is located within Source Protection Zone 1, while the others are located in Source Protection Zones 2 and 3. As such, there is some potential that development could have adverse effects on groundwater quality. Therefore, a minor negative effect is expected against this objective. In terms of above ground water quality, this may be mitigated somewhat through water drainage measures, and the natural green spaces proposed by the policy which will also help with water storage and absorption. |
| IA15: Energy and emissions | - | Policy SS3 supports active and sustainable travel modes, which will help reduce reliance on the private car and associated greenhouse gas emissions. However, the amount of development proposed by Policy SS3 will undoubtedly contribute towards greater emissions, be it from the car or actual building emissions. Therefore, a minor negative effect is expected. |
| IA16a: Landscape | -? | Two of the six sites comprising SS3 have moderate-high sensitivity to development, while the |

| IA objective | SS3 effects | Comment |
|---|---|---|
| | | others have moderate sensitivity to development. However, Policy SS3 requires a well-designed and integrated development, which maintains the rural character of the settlements to the north of the M55. Further to this, a design code is required for the remaining allocation between Bartle Lane and South of the M55. This will help mitigate some of the adverse effects of development. Therefore, overall, a minor negative effect is expected. The policy proposes the creation of an integrated network of natural green spaces to support delivery of the linear park, which will benefit the landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development. |
| IA16b: Historic environment | -? | Development of the six sites comprising SS3 could have adverse effects on the historic environment. Although the policy states that development of the strategic site should fully recognise the significance of the site's heritage assets in a manner appropriate to their significance, it does not propose any site-specific mitigation. Similarly, requiring an archaeological desk-based assessment and Historic Impact Assessment will not necessarily provide the mitigation required. Therefore, a minor negative effect is still expected. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development. |
| IA17: Resources | --? | All six sites comprising SS3 are located on greenfield land categorised as Grade 3 agricultural land. As such, greenfield land – some of which may be best and most versatile agricultural land – will be lost to development. This cannot be mitigated. Further to this, site 19P131 falls within a Minerals Safeguarding Area and so its development has the potential to sterilise these mineral resources. Overall, therefore, a significant negative effect is expected. The effect is uncertain, as it is unknown whether the greenfield land comprises Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. Site SS3 is in multiple land ownership and according to the policy, planning applications should not prejudice |

| IA objective | SS3 effects | Comment |
|---|---|---|
| | | the delivery of adjoining land. This will help ensure efficient use of land resources in the future. |
| IA18: Waste | - | As development of this strategic site will require the utilisation of building materials, which will contribute towards waste, particularly in the short-term, a minor negative effect is expected. |

## Fulwood Barracks – likely effects of Policy SS4: Strategic Site Allocation

### Table 6.5: Policy-off effects of component site options

| IA objective | 19P005 effects |
|---|---|
| IA1: Housing | + |
| IA2: Economy | N/A |
| IA3: Transport and utilities | N/A |
| IA4: Deprivation | 0 |
| IA5: Equality | N/A |
| IA6: Health | ++ |
| IA7: Social infrastructure | ++ |
| IA8: Education | +? |
| IA9: Sustainable transport | ++ |
| IA10: Air quality | - |
| IA11: Biodiversity and geodiversity | --? |
| IA12: Climate change adaptation | N/A |

| IA objective | 19P005 effects |
|---|---|
| IA13: Flood risk | + |
| IA14: Water | -? |
| IA15: Energy and emissions | N/A |
| IA16a: Landscape | 0? |
| IA16b: Historic environment | -? |
| IA17: Resources | + |
| IA18: Waste | +? |

### Table 6.6: Policy-on effects of allocation SS4

| IA objective | SS4 effects | Comment |
|---|---|---|
| IA1: Housing | + | A minor positive is expected, as this strategic site allocation will deliver approximately 300 dwellings in total. Further to this, the policy states that provision will be made for a range of house types and tenures, including affordable housing. |
| IA2: Economy | 0 | A negligible effect is recorded, as this strategic site allocation provides for the delivery of housing and so primarily addresses housing needs with little scope for economic growth. |
| IA3: Transport and utilities | + | A minor positive effect is expected, as this strategic site allocation is well served by bus routes and footways. The site allocation will also consider linkages to wider walking and cycling routes and will promote connectivity, ease of movement and legibility both within the individual development site and across the area as a whole This will ensure transport infrastructure needs are met. |
| IA4: Deprivation | 0 | This strategic site allocation is not located within an area of deprivation. Therefore, Policy SS4 is expected to have a negligible effect against this objective. |

| IA objective | SS4 effects | Comment |
|---|---|---|
| IA5: Equality | + | A minor positive effect is expected, as the mix of house types and tenures, including affordable housing, will ensure that different people's needs are met. The policy will also help to promote connectivity within the site and across the area as a whole, ensuring that people have easy access to local services by a range of sustainable transport choices. |
| IA6: Health | ++ | A significant positive effect is expected, as the strategic site allocation is located within 400m of a cycle route and 800m of key amenities, including a GP practice, hospital, open spaces, and a Public Right of Way (PRoW). This proximity supports sustainable transport options, promotes active lifestyles, and ensures easy access to essential health services and recreational areas. The site itself includes valuable open spaces that are not accessible by the public, namely 3G playing pitches and parade grounds. As part of the development, it is expected that these spaces will, where feasible, be retained. Opening these facilities to the public would provide new opportunities for recreation, social interaction, and physical activity. |
| IA7: Social infrastructure | ++ | A significant positive effect is expected as this strategic site allocation is within the Preston Main Urban Area (Tier 1), and so within close proximity to existing services and facilities. |
| IA8IA8: Education | +? | The strategic site allocation is within 800m of four existing primary schools. However, the capacity of these schools is unknown. As such, the site is expected to have a minor positive, but uncertain effect. |
| IA9: IA9: Sustainable transport | ++ | A significant positive effect is expected, as the site is located within the Preston Main Urban Area (Tier 1), and so within close proximity to services and facilities. This reduces the need to travel elsewhere to reach certain amenities, often by the private car. The site is also within 400m of bus stops. This is likely to encourage use of these more sustainable travel modes – particularly as the policy supports |

| IA objective | SS4 effects | Comment |
|---|---|---|
| | | upgrades to existing access points, and linkages to wider walking and cycling routes. |
| IA10: IA10: Air quality | - | A minor negative effect is expected, as the site is within 3km of an AQMA and so could exacerbate air quality issues in these areas as a result of an increase in the number of cars on the road as a result of new residents. However, it is acknowledged that Policy SS4 supports active and sustainable travel modes. |
| IA11: Biodiversity and geodiversity | --? | The site is within 100m of a Priority Habitat (deciduous woodland) and 750m of two Local Nature Reserves (Hills and Hollows and Fishwick Bottoms). Therefore, development may cause some harm to these habitats. Although Policy SS4 seeks to retain existing trees on site, where possible, an uncertain significant negative effect is expected overall as these efforts are unlikely to mitigate the disruption to biodiversity and habitat quality that development will have. |
| IA12: Climate change adaptation | + | A minor positive effect is expected as the site comprises areas of previously developed land, thereby minimising the need to develop porous greenfield land, which will help mitigate an increased flood risk as a result of climate change. |
| IA13: Flood riskIA13: Flood risk | + | A minor positive effect is expected as the site is located on brownfield land, which is generally less prone to flood risk compared to undeveloped greenfield sites, although there could be issues with surface water flooding. Policy SS4 requires development proposals to include surface water drainage mitigation measures and for applicants to provide a detailed drainage strategy. Additionally, it states that the recommendations in the Level 2 Strategic Flood Risk Assessment (SFRA) should be addressed. These measures will help address any form of flooding. |
| IA14: WaterIA14: Water | - | The site is located within Source Protection Zone 3. As such, there is some potential that development could have adverse effects on groundwater quality. Therefore, a minor negative effect is expected against this objective. In terms of above ground water quality, this may be mitigated |

| IA objective | SS4 effects | Comment |
|---|---|---|
| | | somewhat through water drainage measures which will help with water storage and absorption. |
| IA15: Energy and IA15: Energy and emissions | - | The site is well located near existing services and facilities, reducing the need for travel, particularly by private car. Additionally, it is within 400m of bus stops, which could encourage use of public transport. The policy also supports upgrades to access points and improved connections to wider walking and cycling routes. However, the development will result in increased emissions, both from car use and building operations. Therefore, a minor negative effect is expected. |
| IA16a: Landscape | +? | The site has not been identified as sensitive to development, as it already comprises built development. Policy SS4 requires a well-designed, cohesive development that is guided by a detailed Heritage Impact Assessment and design code to ensure the preservation of significant assets. According to the policy, sympathetic redevelopment of the site is required. The existing open space, which reflects the original setting of the Barracks, will be carefully assessed to determine its contribution to the site's character. This approach will ensure the development is well integrated within its landscape. As such, a minor positive effect is expected. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development. |
| IA16b: Historic environment | +? | The site is located within the Fulwood Conservation Area, and there are numerous listed buildings within the site. Therefore, development of the site could have adverse effects on the historic environment. However, the policy states that a detailed HIA has been completed of the site, and sympathetic redevelopment of the site will be required. The policy also requires an archaeological desk-based assessment, although this is not a form of mitigation. Overall, a minor positive effect is expected, given the careful consideration of heritage and conservation requirements in the development of the site. Uncertainty is attached to the minor positive effect, |

| IA objective | SS4 effects | Comment |
|---|---|---|
| | | as the actual effect will be dependent on the final design, scale, and layout of development. |
| IA17: IA17: Resources | + | The site is located on brownfield land and does not fall within a Minerals Safeguarding Area. Development of the site will facilitate the restoration and conversion of the existing Barracks, alongside the construction of new dwellings. This approach supports sustainable land use by redeveloping previously used land and supporting the regeneration of the area. The policy also stipulates that development must ensure that future development opportunities are not compromised, which encourages the efficient use of resources. Overall, therefore, a minor positive effect is expected. |
| IA18: Waste | + | The site is located on brownfield land, and its development will involve the restoration and conversion of the existing Barracks. This will help to contribute towards reducing waste generation associated onsite buildings and materials, through the reuse of existing structures and materials. As such, an overall minor positive effect is expected. |

## Preston West – likely effects of Policy SS5: Strategic Site Allocation

### Table 6.7: Policy-off effects of component site options

| IA objective | 19P031 effects |
|---|---|
| IA1: Housing | + |
| IA2: Economy | ++? |
| IA3: Transport and utilities | N/A |
| IA4: Deprivation | 0 |

| IA objective | 19P031 effects |
|---|---|
| IA5: Equality | N/A |
| IA6: Health | ++/--? |
| IA7: Social infrastructure | ++ |
| IA8: Education | ++? |
| IA9: Sustainable transport | ++ |
| IA10: Air quality | 0 |
| IA11: Biodiversity and geodiversity | --? |
| IA12: Climate change adaptation | N/A |
| IA13: Flood risk | -- |
| IA14: Water | -? |
| IA15: Energy and emissions | N/A |
| IA16a: Landscape | -? |
| IA16b: Historic environment | -? |
| IA17: Resources | --? |
| IA18: Waste | 0 |

### Table 6.8: Policy-on effects of allocation SS5

| IA objective | SS5 effects | Comment |
|---|---|---|
| IA1: Housing | ++ | A significant positive effect is expected, as this strategic site allocation will deliver approximately 450 homes until 2041, with up to 1,400 additional homes delivered beyond the plan period. Further to this, the policy states that provision will be made for a range of house types and tenures, including older person's housing and self and custom build housing. |

| IA objective | SS5 effects | Comment |
|---|---|---|
| IA2: Economy | ++ | A significant positive effect is expected, as this strategic site allocation provides for up to 63.3ha for employment use class types B2 (general industrial), B8 (storage and distribution), and E(g) (commercial, business and service uses). Further to this, the policy states that the site will also provide a range of new retail facilities, involving a new district and/or local centre with a medium or large supermarket, in addition to smaller local or neighbourhood centres. This will contribute towards economic growth. |
| IA3: Transport and utilities | + | A minor positive effect is expected, as development of this strategic site allocation will incorporate infrastructure and provide highway improvements and sustainable transport improvements, including delivery of Cottam Parkway Train Station (already has planning permission), and the provision of footways and cycleways linking to the Guild Wheel cycle route, UCLAN campus and wider developments in Cottam and Bartle. These measures are particularly important as the site is located within undeveloped open countryside, and therefore access to utilities does not exist in most parts. |
| IA4: Deprivation | 0 | This strategic site allocation is not located within an area of deprivation. Therefore, Policy SS5 is expected to have a negligible effect against this objective. |
| IA5: Equality | + | A minor positive effect is expected, as the mix of house types and tenures, including affordable housing, will ensure that different people's needs are met, such as those with a disability who may want to customise their home to meet their own need. The policy will also help to promote connectivity within the site and across the area as a whole, ensuring that people have easy access to local services by a range of sustainable transport choices. |
| IA6: Health | ++? | The site is located within 400m of a walking and cycling path, and within 800m of an open space. The site also contains a PRoW, which could be lost as a result of development, although the policy |

| IA objective | SS5 effects | Comment |
|---|---|---|
| | | does not explicitly mention this. The site is located over 800m from the closest hospital or GP surgery, and the site therefore lacks immediate access to existing healthcare. However, policy SS5 seeks to create a sustainable community where community facilities will be provided so as to cater for people's needs. Community facilities could include healthcare, although this is not specified. Policy SS5 also supports the delivery of a new linear park, and the enhancement of water features, including the canal and Savick Brook, which will connect new greenspaces to existing footpaths, cycleways and PRoWs. This will have beneficial effects on people's physical health and mental wellbeing. Furthermore, the policy seeks to ensure acceptable levels of amenity for houses near main roads and railway lines. Overall, therefore, a significant positive effect is expected. The effect is uncertain, as it is unclear whether the community facilities delivered as part of the site will include healthcare facilities or not. |
| IA7: Social infrastructure | ++ | A significant positive effect is expected, as the site is located within the Preston Main Urban Area (Tier 1), and so within close proximity of services and facilities. Further to this, Policy SS5 makes provision for new community facilities, in addition to a new district and/or local centre and some smaller scale local or neighbourhood centres. |
| IA8: Education | ++ | The site is located within 800m of numerous primary schools and one secondary school. Further to this, Policy SS5 requires proposals to provide land to deliver a new primary and secondary school. Therefore, Policy SS5 is expected to have a significant positive effect overall. |
| IA9: Sustainable transport | ++ | A significant positive effect is expected, as the site is within Preston Main Urban Area (Tier 1), and so within close proximity of services and facilities. This reduces the need to travel elsewhere to reach certain amenities, often by the private car. Further to this, the site is within 800m of multiple bus stops. This is likely to encourage use of these more sustainable travel modes – particularly as the policy includes delivery of Cottam Parkway Train |

| IA objective | SS5 effects | Comment |
|---|---|---|
| | | Station, and footpaths and cycleways linking to the Guild Wheel cycle route, UCLAN campus and wider developments in Cottam and Bartle. |
| IA10: Air quality | 0 | The site is not within close proximity to an AQMA, and therefore an increase in the number of cars on the road as a result of new residents and employment opportunities is unlikely to increase air quality issues within the vicinity of the site. Policy SS5 also supports active and sustainable travel modes. |
| IA11: Biodiversity and geodiversity | - | The site contains a Priority Habitat (traditional orchard) and is adjacent to others (coastal and floodplain grazing marsh and deciduous woodland). The site also includes a small strip of a biological heritage site following the canal. Therefore, development may cause some harm to these sites and habitats, Development may also cause harm to the nearby Marine Conservation Zone (Ribble Estuary). However, Policy SS5 seeks to create an integrated network of natural green spaces, which will contribute to biodiversity. Further to this, it states that provision will be made for natural recreational greenspace for habitat mitigation. Therefore, a minor negative effect is expected overall. |
| IA12: Climate change adaptation | - | A minor negative effect is expected, as the amount of development proposed by this policy will result in some loss of porous, greenfield land and so will likely contribute towards flood risk. However, it is acknowledged that the delivery of an integrated network of natural green spaces to frame development, may help reduce temperatures, and also help to reduce surface water runoff. |
| IA13: Flood risk | - | The site is at risk of surface water flooding (1 in 30 year risk) and also contains some small areas of land within Flood Zones 2 and 2. Policy SS5 states that no development will be located within areas identified within Flood Zone 3b. Further to this, it requires development proposals to include surface water drainage mitigation measures. Additionally, it states that the recommendations in the Level 2 SFRA should be addressed. The creation of natural green spaces will also help absorb surface |

| IA objective | SS5 effects | Comment |
|---|---|---|
| | | water. These measures will help address flood risk and so a minor negative effect is expected overall. |
| IA14: Water | -? | The site is located within Source Protection Zone 3. As such, there is some potential that development could have adverse effects on groundwater quality. Therefore, a minor negative effect is expected against this objective. In terms of above ground water quality, this may be mitigated somewhat through water drainage measures, and the natural green spaces proposed by the policy which will also help with water storage and absorption. |
| IA15: Energy and emissions | - | Policy SS5 supports active and sustainable travel modes, which will help reduce reliance on the private car and associated greenhouse gas emissions. However, the amount of development proposed by Policy SS5 will undoubtedly contribute towards greater emissions, be it from the car or actual building emissions. Therefore, a minor negative effect is expected. |
| IA16a: Landscape | -? | The site has moderate sensitivity to development. However, Policy SS5 requires the development scheme to be a well-designed and integrated extension to the Preston Urban Area, while preserving the rural character of settlements to the west of Edith Rigby Way. According to the policy, the new settlement should have its own identify and character. Further to this, a design code is required for any remaining part of the site. The policy proposes the creation of an integrated network of natural green spaces, which will also help protect the landscape. Overall, a minor negative effect is still expected, due to the scale of the development proposed. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development. |
| IA16b: Historic environment | -? | The site contains some listed buildings, and development could therefore have adverse effects on the historic environment. Although the policy states that development of the strategic site should fully recognise the significance of the site's heritage assets in a manner appropriate to their significance, it does not propose any site-specific |

| IA objective | SS5 effects | Comment |
|---|---|---|
| | | mitigation. According to the policy, a detailed HIA has been completed of the site and all planning applications in relation to the site will need to be accompanied by an archaeological desk based assessment/archaeological field evaluation. Overall, a minor negative effect is still expected. Uncertainty is attached to the minor negative effect, as the actual effect will be dependent on the final design, scale, and layout of development. |
| IA17: Resources | --? | The site is located on greenfield land categorised as Grade 3 agricultural land. As such, this greenfield land will be lost to development (some of which may be best and most versatile agricultural land) and this cannot be mitigated. Further to this, site 19P131 falls within a Minerals Safeguarding Area and so its development has the potential to sterilise mineral resources. Overall, therefore, a significant negative effect is expected. The effect is uncertain, as it is unknown whether the site comprises Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. |
| IA18: Waste | 0 | Development of this strategic site will require the utilisation of building materials which will contribute towards waste, particularly in the short-term. However, Policy SS5 states that buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances. Overall, a negligible effect is expected. |

# Pickering's Farm, Penwortham – likely effects of Policy SS6 (A+B): Strategic Site Allocation

### Table 6.9: Policy-off effects of component site options

| IA objective | 19S158/159/160/167 effects | 19S163 effects |
|---|---|---|
| IA1: Housing | ++ | ++ |
| IA2: Economy | N/A | N/A |
| IA3: Transport and utilities | N/A | N/A |
| IA4: Deprivation | 0 | 0 |
| IA5: Equality | N/A | N/A |
| IA6: Health | ++/--? | ++/--? |
| IA7: Social infrastructure | ++ | ++ |
| IA8: Education | +? | +? |
| IA9: Sustainable transport | ++ | ++ |
| IA10: Air quality | - | -- |
| IA11: Biodiversity and geodiversity | --? | --? |
| IA12: Climate change adaptation | N/A | N/A |
| IA13: Flood risk | -- | -- |
| IA14: Water | 0 | 0 |
| IA15: Energy and emissions | N/A | N/A |
| IA16a: Landscape | -? | -? |
| IA16b: Historic environment | -? | -? |

| IA objective | 19S158/159/160/167 effects | 19S163 effects |
|---|---|---|
| IA17: Resources | --? | --? |
| IA18: Waste | 0 | 0 |

## Table 6.10: Policy-on effects of allocation SS6

| IA objective | SS6 effects | Comment |
|---|---|---|
| IA1: Housing | ++ | A significant positive effect is expected, as this strategic site allocation will deliver approximately 1,350 dwellings in total. Further to this, the policy states that provision will be made for a range of house types and tenures, and a mix of affordable housing. |
| IA2: Economy | 0 | A negligible effect is expected, as this strategic site allocation focuses on facilitating housing development. The policy therefore primarily addresses housing needs, leaving limited scope for economic growth. |
| IA3: Transport and utilities | + | A minor positive effect is expected, as this strategic site allocation will deliver the Cross Borough Link Road (already has planning permission), linking the A582 with the B5254. Policy SS6 also seeks to promote links to the wider highway network, through multiple access points. Contributions may be required for traffic management, pedestrian improvements, and bus access within the site. These measures will ensure transport infrastructure needs are met. Additionally, the strategic site allocation has access to some utilities but not all, and as such the policy stipulates that new utilities connections may be required, in addition to a new electricity substation. |
| IA4: Deprivation | 0 | This strategic site allocation is not located within an area of deprivation. Therefore, Policy SS6 is expected to have a negligible effect against this objective. |

| IA objective | SS6 effects | Comment |
|---|---|---|
| IA5: Equality | + | A minor positive effect is expected, as the mix of house types and tenures, including affordable housing, will ensure that different people's needs are met. The policy will also help to promote connectivity within the site and across the area as a whole, ensuring that people have easy access to local services by a range of sustainable transport choices. |
| IA6: Health | + | Both sites comprising SS6 are located within 800m of a GP surgery, walking route and open space. However, both sites contain a PRoW that could be lost as a result of development, and site 19S163 contains an open space that could also be lost as a result of development. However, the policy does not indicate that any PRoW will be lost, instead indicating that new pedestrian routes will connect to the existing PRoW network. Further to this, the open space within site 19S163 is only a small part of an existing open space (Penwortham Way) and it is highly unlikely it would be lost to development. While both sites are more than 800m from the nearest hospital, they are within 800m of a GP surgery and so provide some access to existing healthcare, in addition to open space and active travel routes. Policy SS6 seeks to provide an appropriate level of open space to meet the recreational needs of the development. This will have beneficial effects on people's physical health and mental wellbeing. Furthermore, the policy seeks to ensure acceptable levels of amenity for houses near main roads and the West Coast main line railway, which will benefit people's wellbeing. Overall, therefore, a minor positive effect is expected. |
| IA7: Social infrastructure | ++ | A significant positive effect is expected as this strategic site allocation is located within Penwortham (a Tier 2 settlement) and so within close proximity of services and facilities. |
| IA8: Education | +? | The strategic site allocation is within 800m of multiple primary schools. However, the capacity of these schools is unknown. As such, the site is |

| IA objective | SS6 effects | Comment |
|---|---|---|
| | | expected to maintain a minor positive but uncertain effect. |
| IA9: Sustainable transport | ++ | The sites comprising SS6 are within Penwortham (a Tier 2 settlement), and so are within close proximity of existing services and facilities there. This reduces the need to travel elsewhere to reach certain amenities, often by the private car. Both sites are also within 400m of multiple bus stops, which is likely to encourage use of these more sustainable travel modes – particularly as the policy seeks to make provision for buses to penetrate the site, as well as connect new pedestrian routes with existing PRoW pathways. While the policy does seek to deliver the Cross Borough Link Road as part of the development, which will connect the A582 and B5254, thereby potentially encouraging car-based travel, it is inevitable that a new development of this scale will require some highway improvements and this does not detract from the measures set out in the policy to achieve modal shift. Overall, a significant positive effect is expected in relation to this objective. |
| IA10: Air quality | -- | A significant negative effect is expected as site 19S158/159/160/167 is within 3km of an AQMA, while site 19S163 is within 500m of an AQMA. The close proximity of the sites comprising SS6 in relation to an AQMA could exacerbate existing air quality issues in these areas as a result of an increase in the number of cars on the road. Additionally, delivering the Cross Borough Link Road, connecting the A582 and B5254, may further encourage car-based travel despite improving road connectivity. However, it is acknowledged that Policy SS6 supports active and sustainable travel modes. |
| IA11: Biodiversity and geodiversity | -- | Site 19S163 contains two areas of Priority Habitat (traditional orchard), while site 19S158/159/160/167 is within 100m of Priority Habitats (traditional orchard). Therefore, development may cause some harm to these habitats. Policy SS6 seeks to preserve and integrate features such as mature hedgerows |

| IA objective | SS6 effects | Comment |
|---|---|---|
| | | and watercourses into the design of development. These measures will contribute to biodiversity but not counter the adverse effects of development. Therefore, a significant negative effect is expected overall. |
| IA12: Climate change adaptation | - | A minor negative effect is expected, as the amount of development proposed by this policy will result in some loss of porous, greenfield land and so will likely contribute towards flood risk. However, it is acknowledged that the retention of nature features such as mature hedgerows could help limit surface water runoff and act as carbon sinks, contributing to the reduction of greenhouse gases. |
| IA13: Flood risk | - | This strategic site allocation contains areas with a 1 in 30-year risk of surface water flooding. Policy SS6 notes that sporadic areas within the site are at low risk of surface water flooding, and that this risk can be managed through careful consideration of the site layout. Further to this, it states that attention will be required to drainage within and from the site. The site is also at risk of sewer flooding, although Policy SS6 stipulates that early consultation within United Utilities is recommended, and attention to drainage is necessary to prevent impacts on surrounding watercourses. These measures will help address flood risk and so a minor negative effect is expected overall. |
| IA14: Water | 0 | The strategic site allocation does not fall within a Source Protection Zone. Policy SS6 states that attention will be required to drainage within and from the site to ensure that there is no impact on surrounding watercourses. Overall, a negligible effect is expected against this objective. |
| IA15: Energy and emissions | - | The strategic site allocation is well located near existing services and facilities, reducing the need for travel, particularly by private car. Additionally, both sites are within 400m of bus stops, which is likely to encourage the use of more sustainable travel options. The policy also supports new pedestrian routes which link to the site's existing PRoW network. However, the |

| IA objective | SS6 effects | Comment |
|---|---|---|
| | | development will increase emissions from both car use and building operations. The inclusion of the Cross Borough Link Road, connecting the A582 and B5254, will further encourage car use and emissions. As a result, a minor negative effect is expected. |
| IA16a: Landscape | -? | Both sites comprising SS6 have low-moderate sensitivity to development. However, Policy SS6 states that as the site is in multiple land ownership, landowners should work collaboratively to identify how the site will be brought forward in a comprehensive and integrated manner. Furthermore, the policy requires a Design Code for development. This will help mitigate some of the adverse effects of development. However, due to the scale of development proposed, a minor negative effect is still expected against this objective. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development. |
| IA16b: Historic environment | -? | Development of the sites comprising SS6 could have adverse effects on the historic environment. Although the policy requires an archaeological desk-based assessment, and states that the development may require a level of archaeological mitigation, it does not outline any site-specific mitigation. Therefore, Policy SS6 is expected to have a minor negative effect in relation to this objective. Uncertainty is attached to the effect, as the actual effect will be dependent on the final design, scale, and layout of development. |
| IA17: Resources | --? | This strategic site allocation is located on greenfield land categorised as Grade 3 agricultural land. As such, greenfield land will be lost to development – some of which may be best and most versatile agricultural land. This cannot be mitigated. Overall, therefore, a significant negative effect is expected. The effect is uncertain, as it is unknown whether the site comprises Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. |

| IA objective | SS6 effects | Comment |
|---|---|---|
| IA18: Waste | - | As development of this strategic site allocation will require the utilisation of building materials, which will contribute towards waste, particularly in the short-term, a minor negative effect is expected. |

## Reasonable alternatives

**6.38** Alternative site options were considered for allocation in the Local Plan, the findings of which were presented in **Chapter 5** of this IA Report.

## Recommendations for the strategic site allocation policies

- Policies SS3: Strategic Site Allocation – North West Preston/Bartle, SS4: Strategic Site Allocation – Fulwood Barracks, SS5: Strategic Site Allocation – Preston West and SS6 (A+B): Strategic Site Allocation – Pickering's Farm, Penwortham could outline some ways in which building emissions will be reduced.
- All four policies could go further in terms of the natural and historic environment and require development to both protect and enhance the natural and historic environment.
- Policies SS3, SS4 and SS6 could include wording on buildings and spaces being designed to be sufficiently flexible to respond to changing circumstances.
- Policy SS5 could specify whether community facilities include healthcare facilities.
- In each strategic site allocation policy, a table is provided setting out the key development considerations. The first columns of these tables could be removed, as they refer to other policies in the Local Plan; yet the considerations outlined in the following column are not always included in those policies.

# Balanced housing market

**6.39** The likely effects of the balanced housing market policies are presented in **Table 6.11** and described below the table.

### Table 6.11: Likely effects of the balanced housing market policies

| IA objective | HS1 | HS5 | HS6 | HS7 | HS8 | HS9 | HS10 | HS11 | HS12 | HS13 |
|---|---|---|---|---|---|---|---|---|---|---|
| IA1: Housing | ++ | +/- | ++ | ++ | ++/- | + | ++/- | + | ++ | + |
| IA2: Economy | +/- | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| IA3: Transport and utilities | +? | 0 | 0 | 0 | + | + | 0 | 0 | 0 | + |
| IA4: Deprivation | + | 0 | + | + | 0 | 0 | 0 | 0 | + | 0 |
| IA5: Equality | +? | +/- | + | + | +/- | + | 0 | + | + | + |
| IA6: Health | +/-? | ++ | + | 0 | 0 | 0 | + | 0 | + | + |
| IA7: Social infrastructure | +/-? | ++ | + | 0 | + | - | 0 | 0 | + | + |
| IA8: Education | +/-? | 0 | + | 0 | 0 | 0 | 0 | 0 | + | + |
| IA9: Sustainable transport | +/- | 0 | + | 0 | - | - | +? | 0 | + | + |
| IA10: Air quality | +/- | 0 | + | 0 | - | - | +? | 0 | + | + |
| IA11: Biodiversity and geodiversity | -? | + | 0 | 0 | 0 | 0 | 0 | +? | 0 | 0 |
| IA12: Climate change adaptation | -? | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |

| IA objective | HS1 | HS5 | HS6 | HS7 | HS8 | HS9 | HS10 | HS11 | HS12 | HS13 |
|---|---|---|---|---|---|---|---|---|---|---|
| IA13: Flood risk | -? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA14: Water | -? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA15: Energy and emissions | +/- | 0 | + | 0 | - | - | 0 | 0 | + | 0 |
| IA16a: Landscape | -? | 0 | + | 0 | +? | +? | - | ++ | + | + |
| IA16b: Historic environment | -? | 0 | - | 0 | 0 | 0 | 0 | +? | 0 | 0 |
| IA17: Resources | -? | 0 | ++ | 0 | 0 | 0 | + | 0 | + | + |
| IA18: Waste | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + |

# Policy HS1 (Strategic Policy): Scale of Housing Growth and Distribution of Housing Requirements

**6.40** Policy HS1 references a housing need that is based on the standard method for calculating housing need and so, as a minimum, is expected to meet the objectively assessed housing need in Central Lancashire. As such, a significant positive effect is expected against IA objective 1: Housing.

**6.41** Policy HS1 is expected to have a positive effect in relation to economic growth and job creation, as large-scale housing provision and in particular an affordable housing supply, may help revitalise town/village/city centres and attract a new labour force, bringing in new skills from all sectors. Development may also provide investment and contributions towards enhancing local industries, as well as driving demand for new and increased services such as bus routes, shops and recreational spaces – all which could boost job creation. However, Central Lancashire has an identified need for a greater uptake of employment land, with higher levels of unemployment in Chorley and South Ribble compared with the national and regional average. Therefore, provision of a large number of new homes could place increased pressure on the availability of job opportunities both within and beyond the plan area. Furthermore, a large number of homes could reduce the amount of land available for employment use and therefore decrease the councils' ability to meet employment land targets and provide sites which are well-connected by sustainable transport links and well-served by infrastructure. As such, a mixed minor positive and minor negative effect is expected against IA objective 2: Economy.

**6.42** Policy HS1 promotes a significant amount of residential development which is likely to place increased pressure on the transport network such that it may become increasingly inefficient and unable to support the new influx of commuters and inhabitants. Development in and around Preston is likely to increase the number of cars on the road, with adverse effects on congestion.

This is already identified as a challenge for Preston, which experiences high levels of road congestion at peak times on main routes alongside high emissions and poor air quality. With regard to utilities and digital infrastructure, it is also likely that the increase in housing development will likely place pressures on infrastructure and the digital network, particularly where provision is poor. The policy does note that infrastructure will be delivered on a range of site sizes and locations, which may include infrastructure for sustainable transport, including public transport and/or active travel or digital infrastructure. As such, a minor positive effect is expected against IA objective 3: Transport and utilities, with some uncertainty. Alternatively, new homes may stimulate improvements in public transport links and services through increased demand and help to fund new sustainable transport infrastructure, thereby leading to a reduction in emissions. However, the amount of development proposed under this policy is likely to increase the number of private vehicles on the road, including the rate of greenhouse gas emissions and air pollution, particularly if development is located outside of settlements and in rural areas where there is limited public transport and people are not within walking or cycling distance of everyday amenities and places of work. As such, mixed minor positive and minor negative effects are expected against IA objectives 9: Sustainable travel, 10: Air quality and 15: Energy and emissions.

**6.43** Policy HS1 is expected to support the delivery of affordable housing, which will promote equal access to housing. As such, minor positive effects are expected against IA objectives 4: Deprivation and 5: Equality. The minor positive effect against IA objective 5 is uncertain, as it will not be known until planning application stage whether individual development schemes will incorporate things like inclusive design so that they are accessible to all, including those with protected characteristics, in addition to fostering good relations between different people, groups and communities.

**6.44** Policy HS1 seeks to provide a significant amount of residential development, which has the potential to influence the health and wellbeing of the population in multiple capacities. Large-scale residential development may raise funds for and enhance a range of health and wellbeing services, including direct funding to healthcare services but also through the provision of good quality active travel routes, open spaces, sports and recreation grounds.

Conversely, development under this option is likely to increase pressures on existing healthcare services and infrastructure such as GP surgeries, hospitals, dentists and opticians due to increased demand where new or expanded provisions are not established in line with new housing. It is also noted within the policy that infrastructure will be delivered on a range of site sizes and locations, which may include social infrastructure related to essential services such as healthcare, or green infrastructure, however the policy does not determine what form of infrastructure this will be. Overall, a mixed minor positive and minor negative effect is expected against IA objective 6: Health, with some uncertainty.

**6.45** Policy HS1 promotes housing developments, which could support existing healthcare services by ensuring their viability and facilitating the provision of new healthcare services through increased demand and funding in addition to open space, sport and recreation facilities. Conversely, the development of a large number of new homes could place increased pressure on existing social infrastructure, services and facilities, including schools, hospitals and GP surgeries. It is noted within the policy that infrastructure will be delivered on a range of site sizes and locations, which may include social infrastructure, however the policy does not determine what form of infrastructure this will be. Overall, a mixed minor positive and minor negative effect is expected against IA objective 7: Social infrastructure, with some uncertainty.

**6.46** Policy HS1 seeks to deliver a large number of new homes which could potentially support school expansions and new sustainable transport options, which may improve access to schools from certain locations. In some cases, large-scale development may also support the viability of smaller schools in rural areas. Access to education has the potential to improve qualifications and skills levels amongst residents. However, a large number of new homes being delivered could place increased pressure on existing schools that may not have the capacity to accommodate new pupils. It is noted within the policy that infrastructure will be delivered on a range of site sizes and locations, which may include social infrastructure, including educational or training facilities, however the policy does not determine what form of infrastructure this will be. As such, a mixed minor positive and minor negative effect is expected against IA objective 8: Education, with some uncertainty.

**6.47** The requirement to deliver a large amount of new housing has the potential to minimise the ability to allocate sites away from biodiversity assets. In addition, new housing is likely to bring more residents into an area, which may result in greater pressure on biodiversity as a result of recreational activities. While new development would be required to deliver biodiversity net gain, acquisition of off-site credits may remove the biodiversity benefits from the area. Further, new development would increase fragmentation of green corridors and nature-rich sites, adversely impacting the health of habitats, species and wildlife in the area. It is noted within the policy that infrastructure will be delivered on a range of site sizes and locations, which may include green infrastructure that could aid in things such as habitat restoration, new parks or enhanced green networks, however the policy does not determine what form of infrastructure this will be. As such, a minor negative effect is expected against IA objective 11: Biodiversity and geodiversity. This effect is uncertain, as the actual effect will depend on the location and design of residential schemes rather than the overall housing number proposed by this policy.

**6.48** Policy HS1's provision of a large number of new homes has the potential to increase flood risk to people and property. Additionally, new development may increase the risk of flooding more widely by reducing the amount of permeable land. This is a particular concern as one of the key future climate change risks in Central Lancashire is increased flood events. The amount of residential development proposed by the policy is likely to increase flood risk, particularly if sites are within or within close proximity of Flood Zones 2 and 3. Additionally, an increase in built development can result in a loss of permeable land, which can increase flood risk more widely. As such, minor negative effects are expected against IA objectives 12: Climate change adaptation and 13: Flood risk. The extent of these negative effects is uncertain as they largely depend on the location of development and design of schemes, such as whether they incorporate SuDS or not.

**6.49** Policy HS1's delivery of large-scale housing development across the three local authorities is likely to cause adverse effects to the quality of the area's surface and groundwater stores and waterbodies, particularly where an influx of foul water puts increased pressure on the sewage network. Similarly, increased water consumption as a result of the growing demand may cause supply deficits

and over abstraction of local water sources. This has the potential to harm the health of the region's water environments, including Chorley's reservoirs, Preston's Source Protection Zones and South Ribble's coastal saltmarsh and fens. With the threat of climate change and the subsequently more frequent occurrence of drought conditions and flood events, development must implement water efficiency measures, contribute to the growth of existing and new wastewater treatment works and be suitably located so to reduce harm to the quality of local waterbodies and their surrounding environment. As such, a minor negative effect is expected against IA objective 14: Water. This is uncertain, as it is unknown where development will be located and if it will be within an area containing a sensitive water environment or not.

**6.50** Policy HS1's large-scale housing development could affect the surrounding landscape character. Due to the presence of the Forest of Bowland National Landscape to the north of Preston and the fact that this policy proposes the majority of housing to Preston, a minor negative effect is expected against IA objective 16a: Landscape. The effect is uncertain as it will depend on the precise location and design of individual housing developments.

**6.51** Policy HS1 involves significant housing development which could occur within close proximity of heritage assets, affecting their settings. This is a particular concern for Preston, in which this policy proposes the highest housing growth and has the greatest concentration of heritage assets within its city centre. This includes a large number of listed buildings, conservation areas and seven registered parks and gardens. As such, a minor negative effect is expected against IA objective 16b: Historic environment. The effect is uncertain as it will depend to a great extent on the location of development, scale and design.

**6.52** While it is uncertain whether the new large-scale housing development proposed by Policy HS1 will lead to a considerable amount of encroachment onto best and most versatile agricultural land, greenfield sites or brownfield sites, it is likely that the future sites will require some construction on undeveloped land. While the policy focuses development in Preston, which contains the most urban land, development also targets development in Chorley and South Ribble, which are more rural areas and unlike Preston, contain some

areas of Grades 1 and 2 agricultural land. As such, a minor negative effect is expected against IA objective 17: Resources. This effect is uncertain as it is unknown where development will be located, such as on greenfield land, brownfield land or best and most versatile agricultural land.

## Reasonable alternatives

**6.53** In total, three quantum options and five spatial strategy options were considered. These options were subject to IA, the findings of which are presented in Chapter 4 of this IA Report.

# Policy HS5: Open Space and Playing Pitch Requirements in New Housing Developments

**6.54** Policy HS5 sets out the requirements for new major residential developments to follow in terms of open space and playing pitch provision. This policy is expected to have a mixed minor positive and minor negative effect against IA objective 1: Housing for the reasons outlined below. Positively, the provision of on-site open space will help ensure housing land is well-connected to open space. However, on-site provision and long-term management and maintenance of open space is likely to reduce the viability of some housing schemes and therefore reduce the number of schemes that can be delivered. Further to this, if off-site contributions are made, the new scheme(s) may not necessarily be within close proximity of open space.

**6.55** The policy is expected to have a minor positive effect coupled with a minor negative effect against IA objective 5: Equality. While the policy ensures that open space and playing pitch provision is a requirement for new major residential development schemes which will improve social inclusion and access to communal spaces, the policy names exceptions which are not bound to the requirements. These include houses in multiple occupation (HMO), purpose-built student accommodation, nursing/rest homes and sheltered/extra care accommodation.

**6.56** Significant positive effects are expected in relation to IA objectives 6: Health and 7: Social infrastructure. Increasing the provision of open space and playing pitches as well as improving the quality, quantity and/or accessibility of existing spaces will encourage more active lifestyles and improve mental and physical wellbeing. The policy emphasises provision of allotments and provision for children and young people, which will encourage healthy and local food growth, play and social interactions.

**6.57** The policy is also expected to have a minor positive effect against IA objective 11: Biodiversity and geodiversity as it requires provision of new natural and semi-natural greenspaces and/or improvement of existing sites. This will strengthen the quantity and quality of habitats and greenspaces, supporting rich biodiversity.

## Reasonable alternatives

**6.58** No reasonable alternatives to Policy HS5: Open Space and Playing Pitch Requirements in New Housing Developments were identified.

# Policy HS6: Housing Mix and Density

**6.59** Policy HS6 seeks to increase housing supply (including affordable housing supply) while optimising density, which ensures an efficient use of land. Minimum densities encourage the effective use of sites while allowing exceptions for some constraints. Higher density housing is also prioritised in Preston City Centre, as may offer greater opportunity for the re-use of brownfield land. As such, significant positive effects are expected against both IA objectives 1: Housing and 17: Resources.

**6.60** Policy HS6 includes a requirement for affordable dwellings in some of Central Lancashire's most deprived areas, including Preston and Chorley. As such, a minor positive effect is expected against IA objective 4: Deprivation.

**6.61** Policy HS6 promotes equality of opportunity by addressing diverse housing needs, including a requirement for new dwellings to be affordable and built to an accessible and adaptable standard. These adaptable and accessible housing standards support the wellbeing of residents with mobility issues and disabilities, the latter of which is a protected characteristic. Additionally, affordable housing helps ensure all housing needs are met. As such, minor positive effects are expected against IA objectives 5: Equality and 6: Health.

**6.62** Policy HS6 promotes higher densities in central areas which could increase access to essential services, including healthcare and education, amongst other forms of social and community infrastructure. As such, minor positive effects are expected against IA objectives 7: Social infrastructure and 8: Education.

**6.63** Policy HS6's commitment to densification, predominantly in central areas aligns with a potential reduction in the need for private car use to access services and facilities due to the greater availability of public transport and opportunities for active travel. This will in turn reduce travel emissions and improve air quality and as such, minor positive effects are expected against IA objectives 9: Sustainable transport, 10: Air quality and 15: Energy and emissions.

**6.64** Policy HS6 states that it will conserve the character, appearance and distinctiveness of the area surrounding new development, as well as encouraging the protection of rural landscapes through promoting appropriate density outside settlement boundaries. This is likely to conserve the landscape and townscape and as such, a minor positive effect is expected against IA objective 16a: Landscape. However, the policy promotes the highest density development in Preston City Centre, which contains some of Central Lancashire's most sensitive historic assets. High density development in this area is likely to cause harm to these assets and as such, a minor negative effect is expected against IA objective 16b: Historic environment.

## Reasonable alternatives

**6.65** The CLAs identified the following reasonable alternative options to Policy HS6: Housing Mix and Density:

- **Option 1**: Identify and require density and mix on site by site basis

**6.66** Identifying housing mix on a site-by-site basis could have both positive and negative effects in terms of housing delivery. For example, the housing mix could be more specific to the area in which the site is located, ensuring all demands are met. Conversely, developers may argue that meeting a certain housing mix is not viable, thus creating a barrier to housing delivery. Overall, therefore, Option 1 is expected to have a mixed minor positive and minor negative effect in relation to IA objective 1: Housing. In terms of density, if development is likely to take place in an area that is sensitive to change, a low density development could be proposed. This would help protect the landscape. Therefore, under Option 1, it is likely that the density of development schemes would be more sensitive to their specific locations, rather than aligning to a minimum density requirement as specified under Policy HS6. Therefore, Option 1 is expected to have a minor positive effect in relation to IA objective 16a: Landscape.

**6.67** The CLAs chose to pursue the approach outlined in Policy HS6: Housing Mix and Density, as it takes account of densities delivered on sites permitted during the current plan period and is felt to be reflective of market conditions, informed by a density study. A specific mix of house types and sizes is required in line with the evidence in the councils' Housing Need and Demand Assessments.

# Policy HS7: Affordable Housing

**6.68** Policy HS7 requires affordable housing to be integrated into market housing developments. This ensures that developments address local housing

needs and contribute to the creation of balanced and mixed communities. Furthermore, ensuring affordable housing across all developments over a specified threshold promotes equality of access to housing, including deprived households. As such, a significant positive effect is expected against IA objective 1: Housing and minor positive effects are expected against IA objectives 4: Deprivation and 5: Equality.

## Reasonable alternatives

**6.69** The CLAs identified the following reasonable alternative options to Policy HS7: Affordable Housing:

- **Option 1**: Have no specific policy and leave for negotiation on case-by-case basis informed by the market.

**6.70** No requirement for affordable housing would likely hinder the delivery affordable homes, particularly if determined through negotiations on a case-by-case basis This would put more strain on planning officers and delay housing delivery. It may also open up opportunities for developers to provide fewer affordable homes due to viability reasons. Therefore, a minor negative effect is expected in relation to IA objective 1: Housing. Option 1 would limit the amount of affordable housing available to those who need it the most and therefore a minor negative effect is also expected in relation to IA objectives 4: Deprivation and 5: Equality.

**6.71** The CLAs chose to pursue the approach outlined in Policy HS7: Affordable Housing, as it is informed by their Housing Need and Demand Assessments evidence.

# Policy HS8: Rural Exception Sites

**6.72** Policy HS8 supports the development of affordable housing and so will help meet the need for affordable housing across the Local Plan area, including benefitting younger people who may not otherwise be able to get on the property ladder. Therefore, Policy HS8 is expected to have a significant positive effect in relation to IA objective 1: Housing. However, according to the policy, such affordable housing must be for occupancy by households with a local connection to the settlement or parish, who are either current residents or have an existing family or employment connection. As such, this policy could also prevent some people from finding an affordable home. Therefore, the significant positive effect against IA objective 1 is coupled with a minor negative effect.

**6.73** Policy HS8 supports the delivery of affordable homes and so promotes equality of opportunity while also helping younger people get onto the property ladder (age is identified as a protected characteristic). Therefore, a minor positive effect is expected in relation to IA objective 5: Equality. However, requiring households to have a local connection to the settlement or parish could prevent some people from finding an affordable home. Therefore, the minor positive effect is coupled with a minor negative effect.

**6.74** As the affordable houses would be delivered next to the rural settlements, it is likely that there would be some dependency on the private car to get to certain places which could have adverse effects on air quality. Therefore, minor negative effects are expected in relation to IA objectives 9: Sustainable transport and 10: Air quality. Further to this, a minor negative effect is expected in relation to IA objective 15: Energy and emissions, as an increase in greenhouse gases related to private car use will contribute to climate change effects, working against carbon neutrality targets.

**6.75** According to Policy HS8, evidence must be provided which demonstrates that good pedestrian links will be provided to the settlement. This should help improve connectivity and increase accessibility to services located within that settlement, although it is acknowledged that these settlements are located towards the bottom of the settlement hierarchy. Overall, minor positive effects

are expected in relation to IA objectives 3: Transport and utilities and 7: Social infrastructure.

**6.76** The policy will bring forward affordable homes on the boundaries of rural settlements. As such, there is potential for development to adversely affect the landscape surrounding those settlements. However, the policy states that the scale and nature of the development would be in character with the settlement, which would help conserve the landscape. Therefore, a minor positive effect is expected in relation to IA objective 16a: Landscape. The effect is uncertain as the actual effect will depend on the final design and layout of development.

## Reasonable alternatives

**6.77** No reasonable alternatives to Policy HS8: Rural Exception Sites were identified.

# Policy HS9: Rural Workers Dwellings

**6.78** Policy HS9 supports proposals for essential rural workers' dwellings in the countryside, provided they meet the outlined criteria. The criteria require a functional need for an agricultural or forestry worker to live permanently at the site and for there to be no suitable or available alternative accommodation in the area, prior to approval. Therefore, the policy is expected to have a minor positive effect in relation to IA objective 1: Housing.

**6.79** The policy will help support the rural economy by ensuring that financially sound new farming and forestry businesses are supported by well-connected dwellings. A minor positive effect is therefore expected in relation to IA objective 2: Economy.

**6.80** The policy states that proposals for essential rural workers' dwellings should make best use of existing infrastructure, such as existing utilities and

vehicular access. This will have a minor positive effect against IA objective 3: Transport and utilities.

**6.81** The policy's provision of dwellings is likely to have a minor positive effect in relation to IA objective 5: Equality. The policy will provide accommodation near to or at the place of work of rural workers thereby ensuring that they have equal opportunity and equal access to key infrastructure.

**6.82** In supporting rural workers' dwellings, the policy permits accommodation that is more isolated from social infrastructure such as educational facilities, sports grounds and healthcare facilities. Workers at these dwellings may therefore have poor access to social infrastructure. Therefore, a minor negative effect is expected against IA objective 7: Social infrastructure.

**6.83** The policy is likely to increase the need to travel by private motor vehicle as rural workers' dwellings are often isolated from key services and facilities and disconnected from public transport services. While the policy sets out criteria to ensure that more suitable and sustainably located alternative accommodation is primarily sought after, increased private car use is likely and so too are associated adverse impacts on air quality and greenhouse gas emissions. Minor negative effects are therefore expected in relation to IA objectives 9: Sustainable transport,10: Air quality and 12: Climate change adaptation.

**6.84** The policy will bring forward dwellings on farming and forestry land. As such, there is potential for development to adversely affect the character of the natural landscape. However, the policy states that proposals will not unacceptably affect the amenity and character of the surrounding area or landscape, including visual impacts, design and appearance, either on their own or cumulatively with other developments. Further to this, it states that proposals will provide appropriate screening and landscaping. This mitigation will help conserve the landscape, although the actual effect will depend on the final design and layout of development. Overall, this policy is expected to have a minor positive effect in relation to IA objective 16a: Landscape, with some uncertainty.

## Reasonable alternatives

**6.85** No reasonable alternatives to Policy HS9: Rural Workers Dwellings were identified.

# Policy HS10: Houses in Multiple Occupation (HMOs)

**6.86** Policy HS10 is expected to have a significant positive effect in relation to IA objective 1: Housing, as it supports proposals which convert properties into HMOs. HMOs will help ensure that the existing housing stock is efficiently utilised and helps meet demand. The policy states that proposals must be in compliance with set criteria, which restrict the sandwiching of a dwelling between two HMOs, as well as blocks of three or more adjoining HMOs. This will help ensure that a diversity of housing is achieved. However, this policy is also expected to have a minor negative effect against IA objective 1, as HMOs can be crowded and poorly maintained. Therefore, a mixed significant positive and minor negative effect is expected overall.

**6.87** The policy is likely to have a minor positive effect against IA objective 6: Health as it states that HMO proposals would enable active travel, through on-site covered cycle storage for use by occupiers. This has the potential to encourage physical exercise, supporting healthier lifestyles.

**6.88** As the policy requires HMO proposals to encourage active travel through on-site cycle storage, a minor positive effect is expected in relation to IA objective 9: Sustainable transport. However, this effect is uncertain as the extent to which occupants utilise their bikes is ultimately reliant on personal preference, the location of the HMO, the provision of a safe and efficient cycle lane network, public bike storage points and the proximity of services, facilities, green space and employment. A minor positive effect is also expected in relation to IA objective 10: Air quality, as encouraging cycling may discourage

use of the private car and associated adverse effects on air quality. Some uncertainty is recorded for the reasons outlined above.

**6.89** A minor negative effect is expected in relation to IA objective 16a: Landscape. This is because HMOs are sometimes poorly managed and/or maintained due to neglect from transient occupants or land owners and agents. Therefore, the character and cleanliness of the townscape may be adversely affected.

**6.90** The policy both supports and regulates the provision of HMOs, which helps to intensify the use of existing housing stock and address local housing need in an efficient yet sustainable manner. A minor positive effect is therefore expected in relation to IA objective 17: Resources.

**6.91** Finally, the policy supports HMO development that would provide appropriate facilities for the storage and screening of refuse, which will have a minor positive effect against IA objective 18: Waste.

## Reasonable alternatives

**6.92** The CLAs identified the following reasonable alternative options to Policy HS10: Houses in Multiple Occupation (HMOs):

- **Option 1**: Explore an Article 4 direction across the whole plan area.
- **Option 2**: Have an HMO policy only for Preston.
- **Option 3**: Have a hybrid approach to restricting development in Preston City Centre but permitting some HMOs elsewhere subject to various criteria.

**6.93** Option 1 would apply an Article 4 direction across the whole plan area, which would require anyone wishing to create an HMO to apply for planning permission. This would likely reduce the creation of HMOs and potentially limit

the number of homes available to residents. Therefore, Option 1 is expected to have a minor negative effect in relation to IA objective 1: Housing. However, limiting the creation of HMOs could reduce the number of potentially crowded and poor quality homes available, with beneficial effects on people's health and wellbeing. Therefore, a minor positive effect is expected in relation to IA objective 6. Limiting HMOs could also help protect the townscape, as HMOs are sometimes poorly maintained due to neglect from transient occupants. Therefore, a minor positive effect is also expected in relation to IA objective 16a: Landscape.

**6.94** Option 2 would have the same effects as Policy HS10, although these would be limited to the Preston area. As the actual effects would depend on the content of the HMO policy, uncertainty is recorded against each of them.

**6.95** Option 3 is likely to have a significant positive effect in relation to IA objective 1: Housing, as the hybrid approach proposed by this option would help protect the integrity of Preston City Centre while ensuring that existing housing stock across all three authorities is efficiently utilised and helps meet demand. Permitting HMOs elsewhere subject to various criteria would help to balance housing need based on local circumstances and planning priorities. Furthermore, the use of criteria would help ensure that HMOs are well-managed and maintained. Therefore, minor positive effects are expected in relation to IA objectives 6: Health and 16a: Landscape. Lastly, as the policy supports and regulates the provision of HMOs and so would utilise the existing housing stock in an efficient yet sustainable manner, a minor positive effect is also expected in relation to IA objective 17: Resources.

**6.96** The CLAs chose to pursue the approach outlined in Policy HS10: Houses in Multiple Occupation (HMOs), as South Ribble and Chorley do not have the evidence to support the introduction of an Article 4 direction (i.e. there are not enough HMOs in both local authority areas to justify this approach). However, Preston has a substantial evidence base showing the impact of a high concentration of HMOs in the City Centre. South Ribble and Chorley still require a policy approach for HMOs, so a hybrid policy has been developed.

# Policy HS11: Custom and Self Build Housing

**6.97** Policy HS11 is expected to have a minor positive effect in relation to IA objective 1: Housing because in supporting self-build and custom-build housing, the policy ensures that there is a sufficient mix of housing types and sizes provided for different groups of people.

**6.98** A minor positive effect is expected in relation to IA objective 5: Equality as the provision of custom and self-build homes enables people to design homes in ways that address their individual accessibility requirements. This will reduce inequalities associated with protected characteristics such as disability and age.

**6.99** As the policy states that plots proposed in areas with sensitive heritage and/or environmental constraints should include a Design Code, supplemented by individual 'Plot Passports' setting out detailed design limitations, custom and self-build houses must meet local design standards and characteristics. As a result, minor positive effects are expected in relation to IA objectives 11: Biodiversity and geodiversity and 16b: Historic environment. However, the actual design of plots is dependent on their initial location and final design, and so the effects are uncertain.

**6.100** A significant positive effect is expected in relation to IA objective 16a: Landscape as self-build and custom-build housing have the potential to create an enhanced landscape and townscape, particularly as the design regulations and codes help ensure each house is designed specifically to be respectful of local character, identity and distinctiveness.

## Reasonable alternatives

**6.101** The CLAs identified the following reasonable alternative options to Policy HS11: Custom and Self Build Housing:

- **Option 1**: Have a policy to require a certain percentage of SBCB on all major housing developments.

**6.102** Option 1 would require a certain percentage of self-build and custom build (SBCB) homes on all major housing developments. SBCB plots may not be in demand across Central Lancashire and if demand is low in certain areas, these plots may remain undeveloped or unsold, delaying housing delivery. Furthermore, developers may face higher costs due to the need to allocate land specifically for SBCB housing, which could reduce the affordability of housing. However, Option 1 would ensure a consistent provision of SBCB opportunities, providing opportunities for people to customise their homes so as to meet their individual needs, including those with disabilities. Therefore, overall, Option 1 is expected to have a mixed significant negative and minor positive effect in relation to IA objective 1: Housing, and a minor positive effects in relation to IA objectives 5: Equality and 6: Health.

**6.103** The CLAs chose to pursue the approach outlined in Policy HS11: Custom and Self Build Housing for the reasons outlined here. Option 1 was discounted because it would potentially result in too many self-build plots being brought forward compared with the number of people on the Councils' self-build registers and may impact on viability. There was also some scepticism about the likelihood of delivering genuine self-build serviced plots on volume housebuilder sites. The preferred approach was favoured, as SBCB sites often come forward as individual plots rather than as part of volume housing schemes. The districts have also consistently met their legal duties set out within the Self and Custom Build Act (2015). There is no evidence that this should not continue.

## Policy HS12: Specialist Housing

**6.104** Policy HS12 supports specialist housing aligned with identified community needs, promoting inclusivity by considering accessibility to essential community infrastructure, services and facilities, including health services and

open space. The policy's community-led development criteria further encourages diverse tenure options, particularly for specific groups, supporting equality and affordability. As such, a significant positive effect is expected against IA objective 1: Housing and minor positive effects are expected against IA objectives 4: Deprivation, 5: Equality, 6: Health, 7: Social infrastructure and 8: Education.

**6.105** Policy HS12 seeks to ensure that specialist housing is located in sustainable locations with good access to public transport. This will result in a reduction in the need for private car use which will in turn reduce greenhouse gas emissions, in addition to minimising air pollution. As such, minor positive effects are expected against IA objectives 9: Sustainable transport and 10: Air quality, in addition to 15: Energy and emissions.

**6.106** Policy HS12 restricts isolated countryside developments without sufficient service access. This ensures that development is prioritised in established settlements, which may help to conserve the landscape and townscape while minimising development on greenfield sites. As such, a minor positive effect is expected against IA objectives 16a: Landscape and 17: Resources. The fact the policy requires high-quality design that is sympathetic to the surrounding area will also contribute towards the minor positive effect against IA objective 16a.

## Reasonable alternatives

**6.107** No reasonable alternatives to Policy HS12: Specialist Housing were identified.

# Policy HS13: Gypsy, Traveller and Travelling Showperson Needs

**6.108** Policy HS13 safeguards specific sites for permanent Gypsy and Traveller pitches which addresses identified housing needs, ensuring provision for this

specific community. As such, a minor positive effect is expected against IA objective 1: Housing.

**6.109** Policy HS13 establishes criteria for proposals for new Gypsy and Traveller and Travelling Showperson provision, including on-site services such as water supply, sewage disposal and power supply. As such, minor positive effects are expected against IA objectives 3: Transport and utilities and 18: Waste. These criteria also include good accessibility to essential services, promoting equal access, such as healthcare provision, education facilities and shops. As such, minor positive effects are also expected in relation to IA objectives 5: Equality, 6: Health, 7: Social infrastructure and 8: Education.

**6.110** Policy HS13 sets requirements for sites to be located close to public transport, supporting sustainable travel and reducing reliance on private vehicles. In turn, this will reduce travel emissions and minimise air pollution. As such, minor positive effects are expected against IA objectives 9: Sustainable transport, 10: Air quality and 15: Energy and emissions.

**6.111** Site HS13.1 (Hut Lane, Heath Charnock, Chorley) is safeguarded under this policy, which is a pre-existing site. The site is within close proximity of an area of woodland and so residents could cause some recreational disturbance to the woodland. However, as this site has already been established, effects will be limited. Site HS13.2 (Leighton Street, Preston), a pre-existing site, is also safeguarded under this policy. Although it is not within close proximity of biodiversity assets, it is within close proximity of multiple Grade II listed buildings, in addition to the Preston Market Place Conservation Area. Similarly, Site HS13.1 is in close proximity of a Grade II listed building (Hallsworth Manor). However, as these sites have already been established, effects on the historic environment will be limited.

**6.112** The policy requires new Gypsy and Traveller pitches to have no unacceptable impact on the immediate surrounding areas, and the wider landscape. Therefore, a minor positive effect is expected in relation to IA objective 16a: Landscape.

**6.113** Policy HS13 prevents new development on contaminated land. As such, a minor positive effect is expected against IA objective 17: Resources.

## Reasonable alternatives

**6.114** The CLAs identified the following reasonable alternative options to Policy HS13: Gypsy, Traveller and Travelling Showperson Needs:

- **Option 1**: Consider allocating specific transit sites.
- **Option 2**: Consider negotiated stopping.
- **Option 3**: Consider allocating a Travelling Showperson site.

**6.115** Option 1 would allocate specific transit sites, therefore contributing to meeting the accommodation needs of Travelling Showpeople. This is particularly important, as the councils' Gypsy and Traveller Accommodation Assessment (GTAA) recommends that there should be transit provision in Central Lancashire due to the levels of unauthorised encampment activity. Therefore, Option 1 would have a significant positive effect in relation to IA objective 1: Housing.

**6.116** Negotiated stopping is an approach to managing roadside camps, based on mutual agreement between the local authority and Gypsy and Traveller families on what short-term accommodation is appropriate, fair and in the best interests of all residents. Option 2 would therefore contribute to the accommodation needs of Gypsies and Travellers in the short-term, with a minor positive effect expected against IA objective 1: Housing.

**6.117** The GTAA does not identify a need for Travelling Showperson plots. Therefore, Option 3 is expected to have no effects against the IA objectives, as there is no need for this type of provision.

**6.118** The CLAs chose to pursue the approach outlined in Policy HS13: Gypsy, Traveller and Travelling Showperson Needs, as this approach is informed by the GTAA.

## Recommendations for the balanced housing market policies

- Policy HS9: Rural Workers Dwellings and HS10: Houses in Multiple Occupation (HMOs) could make reference to conserving and protecting heritage assets and the historic environment.
- Policy HS10: Houses in Multiple Occupation (HMOs) could include additional text to ensure that HMOs have access to key social infrastructure and facilities to ensure that the intensified requirements and pressures on the area can be met by local provision.
- Policy HS11: Custom and Self Build Housing could include additional text to ensure that custom and self-build homes are required to meet waste production, water consumption and energy efficiency standards so to provide positive environmental effects in line with climate change mitigation and adaptation requirements.
- Policy HS6: Housing Mix and Density could provide additional clarity on balancing density requirements with character preservation, particularly in historically sensitive areas.
- Policy HS6 could link density requirements to public transport connectivity and green infrastructure provision.
- Policy HS7: Affordable Housing could ensure affordable housing provision aligns with transport, health and education infrastructure to support sustainable communities.
- Policy HS12: Specialist Housing could benefit from more detailed criteria for ensuring energy efficiency and resilience in design.
- Policy HS12 could benefit from more detailed requirements for the quality and management of open spaces. This could strengthen the policy's contribution to health, wellbeing or biodiversity enhancements.

- Policy HS13: Gypsy, Traveller and Travelling Showperson Needs could encourage community engagement in the planning and management of sites to build trust and reduce potential opposition.
- Policy HS13 could promote the use of brownfield sites for sites to support sustainable land use and reduce pressure on greenfield areas.

## Housing allocation policies

**6.119** The IA findings for each of the three housing allocation policies are set out below in **Tables 6.12 to 6.17**. As each policy allocates numerous sites, the effects of each site are shown separately in the tables. The overall effects of the policy are presented in the first row of each table, representing an overview of the effects of the full list of site allocations. Justification for the effects identified is then provided below each table.

**6.120** For the individual site allocations in each policy which do not have key development considerations set out within Appendix 4 of the Local Plan, the effects presented are the 'policy-off' effects (i.e. mitigation is not taken into account), taken from Chapter 5 of this IA. For the sites where key development considerations have been identified in the Local Plan, these have been taken into account and have resulted in some updates being made to the effects brought forward from Chapter 5. For clarity, any changes from the ‘policy-off’ effects are underlined. These sites are indicated by an asterisk (*).

### Table 6.12: Likely effects of Policy HS2: Housing Allocations Chorley (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS2** | **No reference** | ++ | 0 | 0 | 0 | + | ++/--? | + | +? | + |
| HS2.1 | 19C227x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | ++ |
| HS2.2 | 19C228x | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ |
| HS2.3 | 19C230x | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ |
| HS2.4 | 19C414 | + | N/A | N/A | 0 | N/A | ++ | + | +? | ++ |
| HS2.5 | 19C272x | + | N/A | N/A | 0 | N/A | ++ | + | +? | + |
| HS2.6 | 19C233x | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- |
| HS2.7 | 19C283x | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.8 | 19C236x | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.9 | 19C247x | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ |
| HS2.10 | 19C393a | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ |
| HS2.11* | 19C243x | + | N/A | 0 | 0 | N/A | ++ | ++ | +? | ++ |
| HS2.12 | 19C250x | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ |
| HS2.13 | 19C238x | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++/-- |
| HS2.14 | 19C413 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | -? | ++/-- |
| HS2.15 | 19C383 | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ |
| HS2.16* | 19C251x | + | N/A | 0 | 0 | N/A | ++/--? | + | +? | + |
| HS2.17 | 19C416 | + | N/A | N/A | 0 | N/A | ++ | + | +? | + |
| HS2.18 | 19C254x | + | N/A | N/A | 0 | N/A | ++ | + | +? | + |

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| HS2.19 | 19C255x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.20 | 19C256x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.21 | 19C399a | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.22 | 19C434 | + | N/A | N/A | 0 | N/A | ++ | 0 | ++? | ++ |
| HS2.23 | 19C262x | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + |
| HS2.24 | 19C417 | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + |
| HS2.25 | 19C264x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | ++ |
| HS2.26 | 19C274x | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.27 | 19C276x | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- |
| HS2.28 | 19C346 | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.29 | 19C359 | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.30 | 19C275x | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.31 | 19C400a | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.32 | 19C427 | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- |
| HS2.33 | 19C271x | + | N/A | N/A | 0 | N/A | ++/-- | - | +? | +/- |
| HS2.34 | 19C277x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.35 | 19C281x | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.36* | 19C401a | + | N/A | N/A | 0 | N/A | ++/--? | + | +? | + |
| HS2.37 | 19C285 | + | N/A | N/A | 0 | N/A | ++ | + | +? | + |

### Table 6.13: Likely effects of Policy HS2: Housing Allocations Chorley (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS2** | **No reference** | 0 | --? | 0 | - | 0 | 0 | -? | -? | --? | 0 |
| HS2.1 | 19C227x | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.2 | 19C228x | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.3 | 19C230x | 0 | +? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS2.4 | 19C414 | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| HS2.5 | 19C272x | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.6 | 19C233x | 0 | -? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.7 | 19C283x | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| HS2.8 | 19C236x | 0 | -? | N/A | -- | 0 | N/A | 0? | -? | --? | 0 |
| HS2.9 | 19C247x | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| HS2.10 | 19C393a | 0 | --? | N/A | 0 | 0 | N/A | --? | -? | -? | 0 |
| HS2.11* | 19C243x | 0 | --? | N/A | - | 0 | N/A | -? | 0? | -? | 0 |
| HS2.12 | 19C250x | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS2.13 | 19C238x | 0 | --? | N/A | 0 | 0 | N/A | --? | -? | --? | 0 |
| HS2.14 | 19C413 | 0 | --? | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |
| HS2.15 | 19C383 | 0 | --? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| HS2.16* | 19C251x | - | --? | N/A | - | 0 | N/A | -? | 0 | --? | 0 |
| HS2.17 | 19C416 | - | -? | N/A | 0 | 0 | N/A | --? | 0? | --? | 0 |
| HS2.18 | 19C254x | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.19 | 19C255x | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| HS2.20 | 19C256x | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.21 | 19C399a | 0 | --? | N/A | + | 0 | N/A | --? | -? | + | +? |
| HS2.22 | 19C434 | 0 | --? | N/A | - | 0 | N/A | 0? | 0? | --? | 0 |
| HS2.23 | 19C262x | 0 | -? | N/A | -- | 0 | N/A | -? | 0? | -- | 0 |
| HS2.24 | 19C417 | 0 | 0 | N/A | -- | 0 | N/A | -? | -? | -- | 0 |
| HS2.25 | 19C264x | 0 | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| HS2.26 | 19C274x | 0 | -? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| HS2.27 | 19C276x | 0 | --? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| HS2.28 | 19C346 | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS2.29 | 19C359 | 0 | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS2.30 | 19C275x | 0 | -? | N/A | 0 | 0 | N/A | 0? | 0? | --? | 0 |
| HS2.31 | 19C400a | 0 | 0 | N/A | 0 | 0 | N/A | 0? | 0? | - | 0 |
| HS2.32 | 19C427 | 0 | -? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| HS2.33 | 19C271x | 0 | 0 | N/A | 0 | 0 | N/A | 0? | 0? | -? | 0 |
| HS2.34 | 19C277x | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |
| HS2.35 | 19C281x | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |
| HS2.36* | 19C401a | 0 | --? | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| HS2.37 | 19C285 | 0 | --? | N/A | -- | 0 | N/A | -? | -? | --? | 0 |

## Policy HS2: Housing Allocations Chorley

**6.121** Policy HS2 is expected to have a significant positive effect in relation to IA objective 1: Housing, as it allocates numerous residential sites and so will contribute significantly towards housing delivery, including affordable housing delivery. This will help ensure there is affordable housing available for those who need it and so a minor positive effect is expected in relation to IA objective 5: Equality.

**6.122** All of the sites allocated under Policy HS2 are within 800m of open space, while some of them are also within close proximity of a GP surgery and/or hospital. As such, new residents are likely to have easy access to open space and healthcare. Some of the sites do, however, contain some areas of open space and walking paths that could be lost as a result of development, although this is dependent on the final design of the sites. Therefore, overall, a mixed significant positive and significant negative effect is expected against IA objective 6: Health, with some uncertainty against the significant negative effect.

**6.123** The sites allocated under Policy HS2 are located within or adjacent to Tier 2, 3, 4 or 5 settlements. As most of the sites are within or adjacent to a Tier 3 settlement, and so will likely have some good access to services and facilities, Policy HS2 is expected to have a minor positive effect overall in relation to IA objective 7: Social infrastructure.

**6.124** Most of the sites allocated under Policy HS2 are within 800m of at least one primary school or one secondary school, and so will help ensure access to education, although this is dependent on there being capacity at those schools to accommodate new pupils. Overall, therefore, Policy HS2 is expected to have a minor positive effect in relation to IA objective 8: Education, with some uncertainty.

**6.125** Most of the sites allocated under Policy HS2 are within 800m of a railway station or 400m of a bus stop, and so people may be more willing to travel via

train or bus due to their proximity to railway stations and bus stops. As was the case under IA objective 7, most of the sites are within or adjacent to a Tier 3 settlement, and so will have some good access to services and facilities. Therefore, people may not be as reliant on the private car and instead use public transport, in addition to walking and cycling if everyday amenities are within close proximity of one another. Overall, therefore, a minor positive effect is expected in relation to IA objective 9: Sustainable transport.

**6.126** A lot of the sites are within 100m of a Priority Habitat and/or Ancient Woodland. Therefore, development of these sites has the potential to adversely affect these habitats through things like recreational pressure. As such, Policy HS2 is expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as there is potential for appropriate mitigation to avoid adverse effects, but not at this strategic level of assessment.

**6.127** A number of the sites allocated under Policy HS3 are either at risk of surface water flooding, or not at all – including a small number of sites that comprise brownfield land. Overall, therefore, Policy HS2 is expected to have a minor negative effect in relation to IA objective 13: Flood risk.

**6.128** A small number of sites allocated under Policy HS2 have high/moderate-high sensitivity to development, while most have moderate/low-moderate sensitivity. As key considerations are only identified for three of the 37 site allocations, there is not much in the way of mitigation. Therefore, overall, Policy HS2 is expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.129** Most of the sites allocated under Policy HS2 are unlikely to have adverse effects on the historic environment. However, as IA utilises a precautionary approach and the remaining sites could still have adverse effects on the historic environment, a minor negative effect is expected against IA objective 16b: Historic environment. Indeed, key considerations are only identified for three of

the site allocations. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.130** As most of the sites allocated under Policy HS2 comprise greenfield land classed as Grade 3 agricultural land, Policy HS2 is expected to have a significant negative effect in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether these sites comprise Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. Further to this, a number of the sites are within a Minerals Safeguarding Area and so there is potential for their development to sterilise mineral resources.

### Table 6.14: Likely effects of Policy HS3: Housing Allocations South Ribble (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS3** | **No reference** | ++ | 0 | 0 | 0 | + | ++/--? | + | +? | + |
| HS3.1* | 19S250 | ++ | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ |
| HS3.2* | 19S064 | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | --/+ |
| HS3.2* | 19S098 | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | --/+ |
| HS3.2* | 19S103 | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + |
| HS3.2* | 19S212 | ++ | N/A | N/A | 0 | N/A | ++/--? | -- | +? | ++/-- |
| HS3.2* | 19S269 | + | N/A | N/A | 0 | N/A | ++/-- | -- | +? | --/+ |
| HS3.3* | 19S110 | + | N/A | 0 | 0 | N/A | ++/--? | + | +? | + |
| HS3.3* | 19S165 | + | N/A | 0 | 0 | N/A | ++/--? | + | +? | + |
| HS3.3* | 19S169 (east) | + | N/A | 0 | 0 | N/A | ++ | + | +? | + |
| HS3.3* | SRBC007 | + | N/A | 0 | 0 | N/A | ++/--? | + | +? | + |
| HS3.4* | 19S162 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ |
| HS3.4* | SRBC009 | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ |
| HS3.5* | 19S249 | + | N/A | 0 | 0 | N/A | ++/-- | -- | +? | --/+ |
| HS3.6* | 19S331x | + | N/A | 0 | 0 | N/A | ++/--? | 0 | +? | + |
| HS3.7* | 19S232 | + | N/A | N/A | 0 | N/A | --/+ | - | -? | +/- |
| HS3.8* | 19S019 | + | N/A | 0 | 0 | N/A | ++/-- | - | +? | +/- |
| HS3.9* | 19S039 | + | N/A | 0 | 0 | N/A | ++/-- | - | +? | +/- |
| HS3.9* | 19S221 | + | N/A | 0 | 0 | N/A | ++/--? | - | +? | +/- |

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| HS3.10 | 19S191 | + | N/A | N/A | 0 | N/A | ++/-- | ++ | -? | ++ |
| HS3.11 | 19S215 | + | N/A | N/A | 0 | N/A | ++/-- | ++ | +? | ++ |
| HS3.12 | SRBC005 | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ |
| HS3.13 | 19S366 | + | N/A | N/A | 0 | N/A | ++/-- | -- | -? | --/+ |
| HS3.14 | SRBC010 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ |
| HS3.15 | 19S367 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ |
| HS3.16 | 19S263 | + | N/A | N/A | 0 | N/A | --/+ | - | -? | +/- |
| HS3.17 | 19S355a | + | N/A | N/A | 0 | N/A | ++ | 0 | +? | + |
| HS3.18 | 19S021 | + | N/A | N/A | 0 | N/A | + | 0 | +? | + |
| HS3.19 | 19S334x | + | N/A | N/A | 0 | N/A | ++ | + | -? | --/+ |

**Table 6.15: Likely effects of Policy HS3: Housing Allocations South Ribble (IA objectives 10 to 18)**

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS3** | **No reference** | - | --? | 0 | - | 0 | 0 | -? | -? | --? | 0 |
| HS3.1* | 19S250 | - | --? | N/A | - | 0 | N/A | --? | -? | --? | 0 |
| HS3.2* | 19S064 | - | -? | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| HS3.2* | 19S098 | - | --? | N/A | - | 0 | N/A | -? | -? | -- | 0 |
| HS3.2* | 19S103 | - | -? | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| HS3.2* | 19S212 | - | --? | N/A | - | 0 | N/A | -? | -? | -- | 0 |
| HS3.2* | 19S269 | - | --? | N/A | - | 0 | N/A | -? | -? | -- | 0 |

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| HS3.3* | 19S110 | 0 | -? | N/A | - | 0 | N/A | -? | -? | --? | 0 |
| HS3.3* | 19S165 | 0 | -? | N/A | - | 0 | N/A | -? | -? | --? | 0 |
| HS3.3* | 19S169 (east) | 0 | -? | N/A | - | 0 | N/A | -? | -? | --? | 0 |
| HS3.3* | SRBC007 | 0 | -? | N/A | - | 0 | N/A | -? | -? | --? | 0 |
| HS3.4* | 19S162 | - | --? | N/A | - | 0 | N/A | -? | 0? | -? | 0 |
| HS3.4* | SRBC009 | - | --? | N/A | + | 0 | N/A | -? | 0? | + | +? |
| HS3.5* | 19S249 | - | --? | N/A | - | 0 | N/A | -? | -? | --? | 0 |
| HS3.6* | 19S331x | - | -? | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| HS3.7* | 19S232 | 0 | --? | N/A | - | 0 | N/A | --? | 0? | --? | 0 |
| HS3.8* | 19S019 | - | --? | N/A | - | 0 | N/A | --? | 0? | --? | 0 |
| HS3.9* | 19S039 | 0 | 0 | N/A | 0 | 0 | N/A | -? | 0? | --? | 0 |
| HS3.9* | 19S221 | 0 | 0 | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| HS3.10 | 19S191 | - | -? | N/A | -- | 0 | N/A | 0? | 0? | --? | 0 |
| HS3.11 | 19S215 | - | --? | N/A | -- | 0 | N/A | 0? | -? | - | 0 |
| HS3.12 | SRBC005 | -- | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS3.13 | 19S366 | - | 0 | N/A | -- | 0 | N/A | --? | 0? | -- | 0 |
| HS3.14 | SRBC010 | -- | --? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS3.15 | 19S367 | -- | -? | N/A | + | 0 | N/A | 0? | 0? | + | +? |
| HS3.16 | 19S263 | 0 | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS3.17 | 19S355a | - | --? | N/A | + | 0 | N/A | -? | 0? | + | +? |
| HS3.18 | 19S021 | - | -? | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| HS3.19 | 19S334x | 0 | --? | N/A | 0 | 0 | N/A | -? | -? | --? | 0 |

## Policy HS3: Housing Allocations South Ribble

**6.131** Policy HS3 is expected to have a significant positive effect in relation to IA objective 1: Housing, as it allocates numerous residential sites and so will contribute significantly towards housing delivery, including affordable housing delivery. This will help ensure there is affordable housing available for those who need it and so a minor positive effect is expected in relation to IA objective 5: Equality.

**6.132** Most of the sites allocated under Policy HS3 are within 800m of open space and/or within close proximity of walking and cycling routes, with some of them also within close proximity of a GP surgery. As such, new residents are likely to have easy access to open space and healthcare. Some of the sites do, however, contain some areas of open space or walking paths that could be lost as a result of development. Therefore, overall, a mixed significant positive and significant negative effect is expected against IA objective 6: Health.

**6.133** The sites allocated under Policy HS3 are located within or adjacent to Tier 2, 3, 4 or 5 settlements, or none at all. As most of the sites are within or adjacent to a Tier 3 settlement, and so will likely have some good access to services and facilities, Policy HS3 is expected to have a minor positive effect overall in relation to IA objective 7: Social infrastructure.

**6.134** Most of the sites allocated under Policy HS3 are within 800m of at least one primary school or one secondary school, and so will help ensure access to education, although this is dependent on there being capacity at those schools to accommodate new pupils. Overall, therefore, Policy HS3 is expected to have a minor positive effect in relation to IA objective 8: Education, with some uncertainty.

**6.135** Most of the sites allocated under Policy HS3 are within 800m of a railway station or 400m of a bus stop, and so people may be more willing to travel via train or bus due to their proximity to railway stations and bus stops. As was the

case under IA objective 7, many of the sites are within or adjacent to Tier 3 settlement, and so will have some good access to services and facilities. Therefore, people may not be as reliant on the private car and instead use public transport, in addition to walking and cycling if everyday amenities are within close proximity of one another. Overall, therefore, a minor positive effect is expected in relation to IA objective 9: Sustainable transport.

**6.136** The majority of sites are located near an AQMA, with many situated within a range of 500m to 3km from an AQMA. The development of these sites could exacerbate air quality issues in these areas as a result of an increase in the number of cars on the road as a result of new residents. However, it is acknowledged that most of the sites are within or near Tier 3 settlements, offering good access to services and facilities. This could reduce reliance on private cars, encouraging the use of public transport, walking and cycling instead. Overall, a minor negative effect is expected in relation to IA objective 10: Air quality.

**6.137** The majority of the sites allocated under Policy HS3 are within 100m of a Priority Habitat, Ancient Woodland or a Local Nature Reserve. Therefore, development of these sites has the potential to adversely affect these habitats through disturbance, degradation and loss of biodiversity. Appendix 5 of the Local Plan contains some key development considerations but no mitigation is identified, apart from site HS3.6/19S331x. Appendix 5 states that with regard to the priority habitat to the south of the site, a buffer should be incorporated between the priority habitat and the development's built form to ensure existing habitat is protected. As such, Policy HS3 is expected to have a significant negative effect overall in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as there is potential for appropriate mitigation to avoid adverse effects, but not at this strategic level of assessment.

**6.138** A large number of the sites allocated under Policy HS3 are at risk of surface water flooding. The key development considerations outlined in Appendix 4 of the Local Plan cover a number of the sites, requiring flood risk to be managed through careful consideration of site layout and designs. These measures will help address flood risk, although the inherent vulnerability of

these sites to flooding result in an expected overall minor negative effect in relation to IA objective 13: Flood risk.

**6.139** A lot of the sites allocated under Policy HS3 either have high/moderate-high or moderate/low-moderate sensitivity to development, with a small number of them likely to have low sensitivity to development as they are within an existing settlement. As the key development considerations do not identify any site-specific mitigation and most of the sites allocated under Policy HS3 have moderate/low-moderate sensitivity to development, Policy HS3 is expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.140** Most of the sites allocated under Policy HS3 are unlikely to have adverse effects on the historic environment. However, as IA utilises a precautionary approach and the remaining sites could have adverse effects on the historic environment, a minor negative effect is expected in relation to IA objective 16b: Historic environment.

**6.141** The majority of sites allocated under Policy HS3 are located on greenfield land, categorised as Grade 3 agricultural land. As such, this greenfield land could be lost as a result of development – some of which may be best and most versatile agricultural land. Although the key development considerations state that an Agricultural Land Classification report may be required as part of a planning application, loss of best and most versatile agricultural land cannot be mitigated. Overall, therefore, a significant negative effect is expected in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether the sites comprise Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. Further to this, a number of the sites are within a Minerals Safeguarding Area and so there is potential for their development to sterilise mineral resources.

### Table 6.16: Likely effects of Policy HS4: Housing Allocations Preston (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS4** | **No reference** | **++** | **0** | **0** | **+** | **+** | **++** | **++** | **++?** | **++** |
| HS4.1 | PCC002 | + | N/A | N/A | 0 | N/A | ++/-- | - | -? | +/- |
| HS4.2 | PCC003 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ |
| HS4.3 | 19P035 | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ |
| HS4.4 | 19P042 | + | N/A | N/A | 0 | N/A | ++/--? | - | +? | +/- |
| HS4.5 | 19P051 | + | N/A | N/A | + | N/A | ++ | ++ | +? | ++ |
| HS4.6 | 19P061 | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.7 | 19P075 | + | N/A | N/A | + | N/A | ++/-- | ++ | ++? | ++ |
| HS4.8 | 19P078 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.9 | 19P080 | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.10 | 19P083 | + | N/A | N/A | 0 | N/A | ++ | ++ | ++? | ++ |
| HS4.11 | 19P089 | + | N/A | N/A | 0 | N/A | ++/-- | ++ | ++? | ++ |
| HS4.12 | 19P098 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | +? | ++ |
| HS4.13 | 19P104 | + | N/A | N/A | 0 | N/A | + | + | -? | + |
| HS4.14 | 19P105 | + | N/A | N/A | 0 | N/A | + | + | -? | + |
| HS4.15 | 19P144 | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ |
| HS4.16 | 19P155 | + | N/A | N/A | 0 | N/A | ++ | ++ | +? | ++ |
| HS4.17 | 19P156 | + | N/A | N/A | + | N/A | ++/--? | ++ | ++? | ++ |
| HS4.18 | 19P161 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.19 | 19P162 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| HS4.20 | 19P165 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.21 | 19P166 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.22 | 19P184 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.23 | 19P199 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.24 | 19P227 | + | N/A | N/A | 0 | N/A | ++/--? | ++ | ++? | ++ |
| HS4.25 | 19P279 | + | N/A | N/A | 0 | N/A | ++/-- | 0 | +? | + |
| HS4.26 | 19P287 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.27 | 19P309 | + | +? | N/A | + | N/A | ++/--? | ++ | ++? | ++ |
| HS4.28 | 19P311 | + | +? | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.29 | 19P312 | + | N/A | N/A | + | N/A | ++ | ++ | ++? | ++ |
| HS4.30 | 19P318 | + | N/A | N/A | + | N/A | ++ | ++ | +? | ++ |

**Table 6.17: Likely effects of Policy HS4: Housing Allocations Preston (IA objectives 1 to 9)**

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy HS4** | **No reference** | - | --? | 0 | + | -? | 0 | 0? | -? | + | +? |
| HS4.1 | PCC002 | 0 | --? | N/A | + | 0 | N/A | --? | 0? | +/-? | +? |
| HS4.2 | PCC003 | 0 | --? | N/A | -- | -? | N/A | -? | -? | --? | 0 |
| HS4.3 | 19P035 | - | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| HS4.4 | 19P042 | - | --? | N/A | -- | -? | N/A | --? | -? | --? | 0 |
| HS4.5 | 19P051 | - | --? | N/A | + | -? | N/A | 0? | 0? | + | +? |

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| HS4.6 | 19P061 | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.7 | 19P075 | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| HS4.8 | 19P078 | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.9 | 19P080 | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.10 | 19P083 | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| HS4.11 | 19P089 | - | --? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| HS4.12 | 19P098 | 0 | --? | N/A | -- | -? | N/A | 0? | 0? | --? | 0 |
| HS4.13 | 19P104 | 0 | 0 | N/A | - | 0 | N/A | -? | 0? | --? | 0 |
| HS4.14 | 19P105 | 0 | 0 | N/A | -- | 0 | N/A | -? | 0? | --? | 0 |
| HS4.15 | 19P144 | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| HS4.16 | 19P155 | - | --? | N/A | + | -? | N/A | 0? | -? | + | +? |
| HS4.17 | 19P156 | - | --? | N/A | - | -? | N/A | 0? | 0? | --? | 0 |
| HS4.18 | 19P161 | - | --? | N/A | + | 0 | N/A | 0? | --? | + | +? |
| HS4.19 | 19P162 | -- | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.20 | 19P165 | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.21 | 19P166 | -- | -? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.22 | 19P184 | - | --? | N/A | + | 0 | N/A | 0? | -? | + | +? |
| HS4.23 | 19P199 | - | 0 | N/A | + | -? | N/A | 0? | 0? | + | +? |
| HS4.24 | 19P227 | - | --? | N/A | + | -? | N/A | 0? | --? | + | +? |
| HS4.25 | 19P279 | -- | -? | N/A | - | -? | N/A | -? | 0? | --? | 0 |
| HS4.26 | 19P287 | -- | -? | N/A | + | -? | N/A | 0? | 0? | + | +? |
| HS4.27 | 19P309 | -- | 0 | N/A | -- | 0 | N/A | 0? | -? | - | 0 |

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| HS4.28 | 19P311 | -- | 0 | N/A | 0 | 0 | N/A | 0? | --? | - | 0 |
| HS4.29 | 19P312 | -- | 0 | N/A | + | 0 | N/A | 0? | --? | + | +? |
| HS4.30 | 19P318 | - | 0 | N/A | + | 0 | N/A | 0? | -? | + | +? |

## Policy HS4: Housing Allocations Preston

**6.142** Policy HS4 is expected to have a significant positive effect in relation to IA objective 1: Housing, as it allocates numerous residential sites and so will contribute significantly towards housing delivery, including affordable housing delivery. This will help ensure there is affordable housing available for those who need it and so a minor positive effect is expected in relation to IA objective 5: Equality. Further to this, as many of the allocated sites are located within the 20% most deprived areas in the country, the provision of new housing, and importantly affordable housing, will bring benefits to these areas of Preston. As such, a minor positive effect is also expected in relation to IA objective 4: Deprivation.

**6.143** Most of the sites allocated under Policy HS4 are within 800m of open space and/or 400m of a walking or cycling path. Many of the sites are also within close proximity of a GP surgery or hospital. As such, new residents are likely to have easy access to open space, walking and cycling routes and healthcare. Therefore, overall, a significant positive effect is expected against IA objective 6: Health.

**6.144** The majority of the sites allocated under Policy HS4 are located within or adjacent to Preston Main Urban Area, which is a Tier 1 settlement. A small minority of sites are located within or adjacent to Tier 3 and 5 settlements. However, since most of the sites are located within a Tier 1 settlement, they are likely to be within close proximity of services and facilities. As such, Policy HS4 is expected to have a significant positive effect overall in relation to IA objective 7: Social infrastructure.

**6.145** Most of the sites allocated under Policy HS4 are within 800m of at least one primary school and one secondary school, and so will help ensure access to education, although this is dependent on there being capacity at those schools to accommodate new pupils. Overall, therefore, Policy HS4 is expected to have a significant positive effect in relation to IA objective 8: Education, with some uncertainty.

**6.146** Most of the sites allocated under Policy HS4 are within 800m of a railway station or 400m of a bus stop, and so people may be more willing to travel via train or bus due to their proximity to railway stations and bus stops. As was the case under IA objective 7, most of the sites are within or adjacent to Preston Main Urban Area, which is a Tier 1 settlement, and so will have good access to services and facilities. Therefore, people may not be as reliant on the private car and instead use public transport, in addition to walking and cycling if everyday amenities are within close proximity of one another. Overall, therefore, a significant positive effect is expected in relation to IA objective 9: Sustainable transport.

**6.147** Nearly all the sites allocated under Policy HS4 are within close proximity of an AQMA, with many situated within a range of 500m to 3km from an AQMA. The development of these sites could exacerbate air quality issues in these areas as a result of an increase in the number of cars on the road. However, it is acknowledged that most of the sites are within or near Preston Main Urban Area, which offers good access to services and facilities. This could reduce reliance on private cars, encouraging the use of public transport, walking and cycling. Overall, therefore, a minor negative effect is expected in relation to IA objective 10: Air quality.

**6.148** A large number of the sites are within 100m of a Priority Habitat, Ancient Woodland or a Local Nature Reserve. Therefore, development of these sites has the potential to adversely effect these habitats through disturbance, degradation and loss of biodiversity. As such, Policy HS4 is expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as there is potential for appropriate mitigation to avoid adverse effects.

**6.149** The majority of the sites allocated under Policy HS4 comprise brownfield land, which is generally less prone to flood risk compared to undeveloped greenfield sites, although there could be issues with surface water flooding. Prioritising the development of brownfield sites also reduces the loss of porous, greenfield land to development. Overall, therefore, Policy HS4 is expected to have a minor positive effect in relation to IA objective 13: Flood risk.

**6.150** Almost half the sites allocated under Policy HS4 are located within Source Protection Zone 3. As such, there is some potential that development could have

adverse effects on groundwater quality. Therefore, Policy HS4 is expected to have a minor negative effect in relation to IA objective 14: Water.

**6.151** Most of the sites allocated under Policy HS4 could have adverse effects on the historic environment. As such, a minor negative effect is expected in relation to IA objective 16b: Historic environment. The effect is recorded as uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.152** As most of the sites allocated under Policy HS4 comprise brownfield land and do not fall within a Minerals Safeguarding Area, Policy HS4 is expected to have a minor positive effect in relation to IA objective 17: Resources. This is because the redevelopment of brownfield sites is an effective use of previously developed land.

**6.153** As the majority of the sites allocated under Policy HS4 are located on brownfield land, they will contribute towards reducing waste generation associated onsite buildings and materials, through the reuse of existing structures and materials. As such, Policy HS4 is expected to have a minor positive effect in relation to IA objective 18: Waste.

## Reasonable alternatives

**6.154** Alternative site options were considered for allocation in the Local Plan, the findings of which were presented in Chapter 5 of this IA Report.

## Recommendations for the housing allocation policies

- Policies HS2: Housing Allocations Chorley, HS3: Housing Allocations South Ribble, and HS4: Housing Allocations Preston could contain some general mitigation measures that apply to all sites allocated under the policy, such as protecting and enhancing the built and natural environment.
- Policies HS2, HS3 and HS4 could contain some wording on sustainable design and construction, which should help reduce building emissions, in addition to increasing resilience to the effects of climate change.

- Policies HS2, HS3 and HS4 could include some references to sustainable drainage systems and mitigating surface water flooding for all sites.
- Key development considerations could be identified for all sites allocated under Policies HS2, HS3 and HS4. Further to this, more detail could be provided in the considerations for Preston to ensure consistency across all three authorities.

# Prosperous economy

**6.155** The likely effects of the prosperous economy policies are presented in **Table 6.18** and described below the table.

## Table 6.18: Likely effects of the prosperous economy policies

| IA objective | EC1 | EC7 | EC8 | EC9 | EC10 | EC11 | EC12 | EC13 | EC14 |
|---|---|---|---|---|---|---|---|---|---|
| IA1: Housing | 0 | - | 0 | 0 | ++ | + | ++ | + | + |
| IA2: Economy | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| IA3: Transport and utilities | + | 0 | 0 | 0 | + | 0 | + | - | -? |
| IA4: Deprivation | + | 0 | + | 0 | 0 | + | + | + | + |
| IA5: Equality | 0 | 0 | 0 | 0 | + | 0 | + | + | 0 |
| IA6: Health | + | 0 | + | 0 | +? | + | + | + | 0 |
| IA7: Social infrastructure | + | 0 | 0 | 0 | + | 0 | + | 0 | + |
| IA8: Education | +? | 0 | 0 | ++ | ++ | 0 | + | 0 | + |
| IA9: Sustainable transport | + | 0 | - | 0 | + | + | + | + | +/- |
| IA10: Air quality | + | 0 | - | 0 | + | + | + | +/- | - |
| IA11: Biodiversity and geodiversity | 0 | 0 | 0 | 0 | + | 0 | + | 0 | 0 |
| IA12: Climate change adaptation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| IA objective | EC1 | EC7 | EC8 | EC9 | EC10 | EC11 | EC12 | EC13 | EC14 |
|---|---|---|---|---|---|---|---|---|---|
| IA13: Flood risk | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA14: Water | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| IA15: Energy and emissions | + | 0 | - | 0 | + | + | + | +/- | - |
| IA16a: Landscape | -? | 0 | +? | 0 | + | + | + | +? | + |
| IA16b: Historic environment | -? | 0 | 0 | 0 | 0 | 0 | + | - | + |
| IA17: Resources | + | + | +/- | 0 | 0 | + | + | + | + |
| IA18: Waste | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Policy EC1 (Strategic Policy): Scale of Economic Growth

**6.156** Policy EC1 provides for a minimum of 173ha of employment land based on the assessed need for Chorley, Preston and South Ribble. These measures will ensure that current and future employment needs are met. Additionally, concentrating office developments in Preston City Centre, Leyland and Chorley Town Centre will contribute towards revitalising these urban centres and strengthening the local economy. Employment opportunities provided by this policy can further reduce poverty and inequality, indirectly benefiting Central Lancashire's most deprived areas, including Preston. As such, a significant positive effect is expected against IA objective 2: Economy, while a minor positive effect is expected against IA objective 4: Deprivation.

**6.157** Policy EC1's distribution of employment land across city and town centres and regionally significant sites ensures good connectivity to transport and digital infrastructure, indirectly promoting access to public transport options. It is also assumed that these areas have the infrastructure required to support growth. By supporting employment land allocations in well-connected locations, this is also expected to reduce the need for private car travel and therefore benefit air quality through a reduction in pollutants by encouraging sustainable travel, including public transport, walking and cycling. As such, minor positive effects are expected against IA objectives 3: Transport and utilities, 6: Health, 9: Sustainable transport, 10: Air quality and 15: Energy and emissions.

**6.158** Policy EC1 promotes development in city and town centre locations, such as Preston City Centre and Leyland and Chorley Town Centres, which will provide employees with good access to nearby services and facilities. Policy EC1 also acknowledges the mixed-use development allocated by the Local Plan, which may include essential facilities and services alongside employment space. However, this is not considered as part of the appraisal of EC1. As such, a minor positive effect is expected against IA objective 7: Social infrastructure.

**6.159** Policy EC1 supports the Samlesbury Enterprise Zone as a regionally significant site for employment. This has the potential to foster partnerships with educational institutions, supporting workforce training and skills development. However, the policy does not directly link these initiatives to education and training provisions. As such, a minor positive effect is expected against IA objective 8: Education, with some uncertainty.

**6.160** Policy EC1 promotes development in Preston City Centre and Leyland and Chorley Town Centres. By focussing development in predominantly built-up areas, this may increase the chance of surface-water flooding due to a lack of more permeable land cover. Additionally, the policy does not promote any mitigative solutions that can be implemented into new employment development, such as SuDS or green and blue infrastructure. As such, a minor negative effect is expected against IA objective 13: Flood risk.

**6.161** Policy EC1 supports the allocation of employment land for uses that may involve resource-intensive activities, such as industrial or warehousing operations. These uses could result in substantial water consumption and place significant demands on water resources. As such, a minor negative effect is expected against IA objective 14: Water.

**6.162** Policy EC1 focuses the largest amount development in Preston City Centre, followed by Leyland and Chorley Town Centres. These settlements have an established townscape, which may face pressure from new employment development, including the setting of local heritage assets. This is a particular concern for Preston, in which the greatest concentration of heritage assets lies within its city centre. Overall, therefore, minor negative effects are expected against IA objectives 16a: Landscape and 16b: Historic environment. These effects are uncertain as the final effects on these IA objectives are largely dependent on the final design of individual developments rather than individual policy.

**6.163** Policy EC1 emphasises development in existing allocations and areas with extant planning permission, promoting efficient land use and development in appropriately considered locations. This is furthered by the policy's commitment to development in urban settlements, which may provide greater opportunity for the re-

use of previously developed land. As such, a minor positive effect is expected against IA objective 17: Resources.

## Reasonable alternatives

**6.164** No reasonable alternatives to Policy EC1: Scale of Economic Growth were identified. As explained in Chapter 4, the Central Lancashire Employment Land Study identifies a need for 172.87ha employment land and no alternatives to this were identified.

# Policy EC7: Protection of Existing Employment Sites

**6.165** Policy EC7 aims to protect existing employment sites for employment use by ensuring that loss will only be supported where evidence demonstrates that the loss is acceptable. To be acceptable, it must meet one of three tests relating to site viability. As a result, this policy could restrict land from residential development and therefore have a minor negative effect against IA objective 1: Housing. The effect is minor as residential development schemes may be feasible where it can be proven that there is no demand for the employment site.

**6.166** The policy is expected to have a significant positive effect in relation to IA objective 2: Economy as it ensures that the Local Plan area has a sustainable supply of employment land. It ensures that employment land is suitable in terms of access, highways issues, site location, physical constraints, environmental considerations and amenity issues such that it is well-connected and well-served by the appropriate infrastructure. It also ensures that any loss is first proven by robust marketing exercises which indicate that there is no demand for the land/property and there is no scope or commercial viability to refurbish or redevelop the site for other employment purposes.

**6.167** A minor positive effect is expected in relation to IA objective 17: Resources, as the policy will ensure that land resources are allocated and used in an efficient and sustainable manner to meet employment needs. In protecting employment land against loss, unless it can be proven the not be commercially viable, the policy supports the redevelopment of brownfield and previously developed land, properties and infrastructure where appropriate, for local current and future need.

## Reasonable alternatives

**6.168** The CLAs identified the following reasonable alternative options to Policy EC8: Protection of Existing Employment Sites:

- **Option 1**: Have a lower threshold for relaxing restrictions on existing employment land
- **Option 2**: Identify any acceptable uses and or locations where restrictions may not apply

**6.169** Option 1 is likely to have a minor positive effect in relation to IA objectives 1: Housing and 7: Social Infrastructure, as adopting a lower threshold for relaxing restrictions on existing employment land could make it easier for land to be repurposed or redeveloped for uses such as residential or community facilities. However, while existing employment sites will be protected, the relaxation of restrictions on existing employment land could see the premature release of employment land for uses such as housing, diverting land from its intended role to support local economic activity. Option 1 is therefore likely to have a minor negative effect in relation to IA objective 2: Economy.

**6.170** Option 2 provides an approach where acceptable uses and locations are identified, which provides a clear framework for redeveloping employment land without undermining broader economic goals. By directing uses such as residential development to locations with low economic viability or demand will ensure that land is used in an efficient and sustainable manner, supporting uses that align with local needs, as well as meeting employment needs. Option 2 is therefore largely expected

to have the same effects as Policy EC8: Protection of Existing Employment Sites, although a minor positive effect is expected in relation to IA objective 1: Housing.

**6.171** The CLAs chose to pursue the approach outlined in Policy EC8: Protection of Existing Employment Sites. The adopted policy tests regarding loss of existing employment sites have largely been retained to ensure there is no net loss in employment provision.

## Policy EC8: Rural Economy

**6.172** Policy EC8 is expected to have a significant positive effect against IA objective 2: Economy as it supports proposals for buildings required for agriculture, forestry or other land-based rural business purposes, as well as agricultural produce packing and distribution facilities. It further supports the future growth of the rural economy by supporting development for agricultural diversification, including supporting the continued viability of existing agricultural businesses. This will not only strengthen existing operations but also provide new employment and upskilling opportunities for the farming industry.

**6.173** In supporting, diversifying and enhancing the rural economy, the policy is expected to increase the number and range of rural job opportunities. This has the potential to reduce the proportion of people living in rural deprivation and therefore improve the general health and wellbeing for some groups within the community. The policy is therefore expected to have a minor positive effect against IA objectives 4: Deprivation and 6: Health.

**6.174** The impacts of an enhanced and diversified rural economy are likely to have minor negative effects in relation to IA objectives 9: Sustainable transport and 10: Air quality, as they could encourage greater use of cars in rural areas where there are fewer public transport links and easily accessible active travel routes, with adverse effects on air pollution. There is also some potential for agricultural activities to harm air quality in the Local Plan area due to ammonia and nitrous oxide emissions. Therefore, Policy EC8 is expected to have a minor negative effect against IA objective 15: Energy and emissions.

**6.175** A minor negative effect is expected against IA objective 14: Water. This is because a growing rural economy is likely to significantly increase levels of water consumption as well as cause groundwater and local watercourse pollution from pesticide or fertiliser runoff.

**6.176** The policy states that new buildings should relate well to existing built form and not cause a scattered pattern of development. Therefore, Policy EC8 is expected to have a minor positive effect in relation to IA objective 16a: Landscape. However, this effect is uncertain as it is dependent on the design and nature of individual rural developments.

**6.177** A mixed minor positive and minor negative effect is expected against IA objective 17: Resources as the policy promotes economic growth in rural areas and so is more likely to result in the development of greenfield land. However, the policy also promotes proposals which maximise existing infrastructure, including buildings, utilities, parking and vehicular access.

**6.178** In relation to IA objective 17: Resources the policy is expected to have a minor positive effect. In strengthening and expanding the role of town centres and supporting new mixed-use development, with commercial and residential units, it ensures that land resources within urban centres are allocated and used efficiently, encouraging the redevelopment of brownfield/previously developed land.

## Policy EC9: Skills and Economic Inclusion

**6.179** Policy EC9 is expected to have significant positive effects against IA objectives 2: Economy and 8: Education, as it seeks to improve access to construction sector opportunities, including through the provision of employment, apprenticeships, work placements, and training and skills opportunities, which will aid in supporting the local economy as well as education and training to improve skills and provide a suitable labour force for future growth, while ensuring opportunities are available for all sectors of society.

## Reasonable alternatives

**6.180** The CLAs identified the following reasonable alternative options to Policy EC9: Skills and Economic Inclusion:

- **Option 1**: Consider having a very detailed skills and economic inclusion policy including development types within the policy.

**6.181** Option 1 would be very prescriptive and therefore has the potential to comprise what types of development the requirements to deliver employment, apprenticeships, work placements, training and skills opportunities would apply to, across all three local authority areas. It would, however, still improve access to employment opportunities, in addition to apprenticeships, work placements, and training and skills opportunities. Therefore, Option 1 is expected to have the same effects as Policy EC9, although it would not necessarily contribute as much towards the significant positive effects against IA objectives 2: Economy and 8: Education.

**6.182** The CLAs chose to pursue the approach outlined in Policy EC9: Skills and Economic Inclusion, because Preston has a more advanced system for capturing social value and wanted to apply the policy to a wider range of development types. South Ribble and Chorley are not as advanced and have limited in-house capacity for assessing and monitoring Employment Plans at present. The policy allows variation of approach between the councils with regard to the types of applications where an Employment Plan is required.

# Policy EC10: University of Central Lancashire

**6.183** Policy EC10 is expected to have a significant positive effect in relation to IA objective 1: Housing as it supports the development of student accommodation, while ensuring that the type of accommodation proposed will provide a beneficial alternative to the existing stock of student accommodation in the area. The policy will therefore aid in meeting housing needs for the local population.

**6.184** A significant positive effect is expected against IA objective 2: Economy as this policy supports the development of the University of Central Lancashire and therefore will aid in providing a suitable labour force for future growth of Central Lancashire. The policy also requires that proposals for the university seek to promote links between business sectors of economic strength in Lancashire, in addition to the university's skills and research strengths, which will aid in boosting the local economy.

**6.185** Policy EC10 requires proposals for student accommodation to consider the needs of students with special needs. For example, specialist accommodation may be required for those with a disability, which is a protected characteristic. Therefore, Policy EC10 is expected to have a minor positive effect in relation to IA objective 5: Equality.

**6.186** A minor positive effect is expected in relation to IA objective 6: Health, as development associated with the University of Central Lancashire may include sports and recreational facilities that relate to the welfare of staff and students, though it is not certain whether they will be developed or not. As such, some uncertainty is recorded. In addition, the policy promotes increased active travel, including by embracing opportunities for green infrastructure provision. This will result in more people having more active and healthy lifestyles in Central Lancashire.

**6.187** A minor positive effect is expected in relation to IA objective 7: Social infrastructure and a significant positive effect is expected in relation to IA objective 8: Education, as the policy supports the development of the University of Central Lancashire, which will aid in improving access to education and the subsequent educational and skills levels of the population. The policy also promotes access to and provision of community social infrastructure such as sports facilities.

**6.188** Minor positive effects are expected against IA objectives 3: Transport and utilities, 9: Sustainable transport, 10: Air quality, 11: Biodiversity and geodiversity and 15: Energy and emissions, as Policy EC10 promotes increased use of public transport and active travel, including by embracing opportunities for green infrastructure provision. This will aid in increasing transport connectivity and uptake of sustainable transport modes, thus reducing use of private vehicles and associated

air pollution and greenhouse gas emissions, the latter of which will help reduce contributions to climate change. Increasing green infrastructure provision will also aid in enhancing biodiversity in Central Lancashire.

**6.189** A minor positive effect is expected in relation to IA objective 16a: Landscape, as the policy requires consideration of the density of development, including the appropriateness of development, which should help protect the landscape and townscape from the effects of development.

### Reasonable alternatives

**6.190** No reasonable alternatives to Policy EC11: University of Central Lancashire were identified.

## Policy EC11 (Strategic Policy): Town Centre Hierarchy

**6.191** Policy EC11 is expected to have a minor positive effect in relation to IA objective 1: Housing, as it states that residential development will be supported on upper floors in the centres identified in the policy. Further to this, the policy supports the loss of ground floor retail uses in certain circumstances and although not specified, it is expected that some residential development will likely come forward in these circumstances.

**6.192** The policy is expected to have a significant positive effect in relation to IA objective 2: Economy, as directing development in line with the Town Centre Hierarchy will result in the appropriate and sustainable distribution of development such as retail and other main town centre uses, while also improving the vitality and viability of these centres. This is particularly the case when the policy requires retail and leisure proposals in out-of-centre and edge-of-centre locations to demonstrate suitability through Retail and Leisure Impact Assessments.

**6.193** Policy EC11 supports retail and other appropriate main town centre uses in the centres identified in the policy. These uses are expected to include a range of services and therefore the policy has potential to improve access to everyday amenities, which will benefit those who may have poor access to these, including in deprived areas. Further to this, where the loss of ground floor retail uses is supported, the policy specifies that active street frontages should be retained where possible. Active frontages are a form of passive surveillance and can increase feelings of safety, while also potentially reducing crime as a result of 'eyes on the street'. Therefore, overall, a minor positive effect is expected in relation to IA objective 4: Deprivation.

**6.194** Minor positive effects are expected in relation to IA objectives 6: Health, 9: Sustainable transport, 10: Air quality and 15: Energy and emissions, as the Town Centre Hierarchy will promote development in more urban and well-populated areas of Central Lancashire. These areas are more likely to have greater proliferation and access to sustainable transport modes such as active travel routes and sustainable transport. This will aid in increasing uptake of sustainable transport modes, thus reducing use of private motor vehicles, thereby reducing greenhouse gas emissions and air pollution in Central Lancashire, the former of which will reduce contributions to climate change. In addition, increased active travel will help promote more active and healthy lifestyles.

**6.195** A minor positive effect is expected in relation to IA objective 16a: Landscape, as the policy requires the loss of ground floor retail uses to not be detrimental to the character of those centres and to retain an active street frontage where possible. These requirements will aid in conserving the townscapes of Central Lancashire.

**6.196** A minor positive effect is expected in relation to IA objective 17: Resources as the policy supports development in more urban areas such as Preston City Centre over more rural areas. This will likely result in more development of brownfield land and less development of greenfield land which, resulting in a more efficient use of resources.

## Reasonable alternatives

**6.197** The CLAs identified the following reasonable alternative options to Policy EC11: Town Centre Hierarchy:

- **Option 1**: Include Neighbourhood Parades in the retail hierarchy.

**6.198** Including Neighbourhood Parades in the Town Centre Hierarchy would have positive effects on the economy, although at the same time could comprise the retail offer in other types of larger centres, such as town, district and local centres. As such, Option 1 is expected to have a minor positive effect in relation to IA objective 2: Economy. An increased retail offer at Neighbourhood Parades does, however, have the potential to increase people's proximity to everyday amenities and so they would not need to travel far and potentially via private motor vehicles to reach these amenities. Therefore, Option 1 is expected to have a minor positive effect in relation to IA objective 9: Sustainable transport. Reducing reliance on private motor vehicles has the potential to reduce associated air pollution, in addition to greenhouse gas emissions. Therefore, Option 1 is also expected to have minor positive effects in relation to IA objectives 10: Air quality and 15: Energy and emissions.

**6.199** The CLAs chose to pursue the approach outlined in Policy EC11: Town Centre Hierarchy, as the retail evidence supporting the new Local Plan indicates that Neighbourhood Parades should not be included in the Town Centre Hierarchy. Additionally, current Local Plans have town, district and local centre policies, which seek to maintain a certain percentage of retail uses in the centre. These policies are no longer sustainable and are not supported at appeal. As the retail sector has fundamentally changed since the Core Strategy and last Local Plans were written and town centres are contracting, it was decided that the CLAs should not resist the loss of retail units in local centres.

# Policy EC12: Preston City Centre

**6.200** Policy EC12 is expected to have a significant positive effect in relation to IA objective 1: Housing as it supports the development of new homes with a mix of types, sizes and tenures, including affordable homes and student accommodation, in Preston City Centre. Therefore, this policy will help ensure an appropriate quantity and quality of housing to meet the identified local need for market and affordable housing, while also ensuring an appropriate mix. For this reason, a minor positive effect is also expected in relation to IA objective 5: Equality.

**6.201** A significant positive effect is expected in relation to IA objective 2: Economy as the policy seeks to strengthen Preston City Centre as a centre for retail, office development and other multi-functional uses, in addition to attracting, growing and retaining economic investment within the city centre. Policy EC12 will therefore aid in sustainable economic growth and job creation in Central Lancashire.

**6.202** A minor positive effect is expected in relation to IA objective 3: Transport and utilities as it supports the development of infrastructure (including digital connectivity) in Preston City Centre, as well as improved transport systems – specifically the provision, integration and improvement of public transport facilities, walking and cycling networks, the active travel experience and green infrastructure, which often comprises active travel routes. This will help ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development in Preston City Centre.

**6.203** Preston contains some deprived areas and so it is expected that the development proposed in this policy will help regenerate the area and potentially help reduce deprivation. Further to this, Policy EC12 supports the provision of services, health and community facilities to support residents, which will also help address certain aspects of deprivation. Therefore, overall, Policy EC12 is expected to have a minor positive effect in relation to IA objective 4: Deprivation.

**6.204** A minor positive effect is expected in relation to IA objective 6: Health as it supports the provision of health facilities in Preston City Centre, as well as new public

open spaces, the enhancement of pocket parks and green infrastructure. This as well as requirements for the provision, integration and improvement of public transport facilities, walking and cycling networks and active travel, will increase residents access to health facilities, green and open spaces in Preston City Centre and promote active and healthy lifestyles.

**6.205** A minor positive effect is expected against IA objective 7: Social infrastructure as it supports the provision of health, community and additional education facilities in Preston City Centre, as well as the provision of new public open spaces, enhancement of the public realm and pocket parks. This, alongside improvements in sustainable transport infrastructure, will result in improved access to and provision of appropriate social infrastructure in Preston City Centre. In addition, the policy ensures that existing arts, cultural, health and community facilities will be expected to be retained.

**6.206** A minor positive effect is expected against IA objective 8: Education as the policy supports provision of additional education facilities from nursery to further and higher education within Preston City Centre, thereby supporting educational attainment.

**6.207** Minor positive effects are expected for both IA objectives 9: Sustainable transport and 10: Air quality as Policy EC12 supports the development of improved transport systems and connectivity in Preston City Centre including the provision, integration and improvement of public transport facilities, walking and cycling networks, active travel experience and green infrastructure. This will aid in increasing uptake of sustainable transport modes, thus reducing use of private motor vehicles, thereby reducing emissions and improving air quality in Central Lancashire.

**6.208** A minor positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity as the policy supports the development of green infrastructure as well as requiring major development to contribute to environmental enhancement within Preston City Centre. This will result in enhancements to Preston’s biodiversity, such as through the provision of new habitats.

**6.209** A minor positive effect is expected in relation to IA objective 15: Energy and emissions as policy EC12 supports the development of improved transport systems and connectivity in Preston City Centre including the provision, integration and improvement of public transport facilities, walking and cycling networks, active travel experience and green infrastructure. This will aid in increasing uptake of sustainable transport modes, thus reducing use of private petrol motor vehicles, thereby reducing greenhouse gas emissions and Central Lancashire's subsequent contribution to climate change.

**6.210** Policy EC12 supports the delivery of new public open spaces and the enhancement of the public realm, in addition to city centre gateways, pocket parks and green infrastructure. These requirements will help protect and enhance the townscape in Preston City Centre and so a minor positive effect is expected in relation to IA objective 16a: Landscape. The fact surplus surface car parking areas will also be redeveloped will contribute towards this minor positive effect, as their redevelopment will enhance the townscape.

**6.211** A minor positive effect is expected in relation to IA objective 16b: Historic environment as the policy requires Preston Markets to be protected and maintained as heritage assets, which will aid in conserving Central Lancashire's heritage assets and their settings.

**6.212** A minor positive effect is expected in relation to IA objective 17: Resources as the policy supports development in Preston City Centre, including some city centre regeneration opportunity areas. Similarly, the policy supports the redevelopment of surplus car parking areas. This will result in development of brownfield land, which is an efficient use of previously developed land.

## Reasonable alternatives

**6.213** No reasonable alternatives to Policy EC12: Preston City Centre were identified.

# Policy EC13: Development in Leyland and Chorley Town Centres

**6.214** Policy EC13 supports development within the town centres of Chorley and Leyland, subject to the criteria outlined in the policy. The policy is likely to have a minor positive effect against IA objective 1: Housing, as it seeks to establish a vibrant town centre residential population, and supports mixed-used development in Chorley Town Centre with residential units above ground floor commercial units.

**6.215** The policy is expected to have a significant positive effect against IA objective 2: Employment as it ultimately aims to revitalise the town centres of Chorley and Leyland through multiple employment focused objectives. These include strengthening and focusing the shopping offer, protecting and enhancing the leisure offer and developing an evening economy, new commercial opportunities and public realm enhancements.

**6.216** The policy is likely to have a minor negative effect in relation to IA objective 3: Transport and utilities as growth of both town centres through enhanced leisure, nightlife and commercial activities, in addition to an increased residential population, will place increasing pressures on the existing transport network and utilities.

**6.217** The Index of Multiple Deprivation (IMD) places some areas of Chorley Town Centre in the third most deprived decile. Therefore, a minor positive effect is likely against IA objective 4: Deprivation, as the policy supports growth that will help regenerate the area, including enhancing the public realm and active travel facilities, in addition to supporting new mixed-used development and a civic square. These initiatives will improve the vitality and viability of Chorley Town Centre, potentially reducing levels of deprivation. Leyland Town Centre does not contain areas in the top three deprived deciles.

**6.218** Policy EC13 supports growth of both Leyland and Chorley Town Centres, which will result in subsequent improvements to both towns. These improvements could take many forms, but the policy explicitly refers to the accessibility from/to the centres and within them, as well as public realm enhancements. Improvements in

accessibility could benefit certain groups of people, including older people and those with disabilities. Therefore, Policy EC13 is expected to have a minor positive effect in relation to IA objective 5: Equality.

**6.219** The policy is expected to have a minor positive effect in relation to IA objective 6: Health as the policy supports improved active travel facilities and focused services and facilities within town centres. This is likely to encourage physical activity which will benefit mental and physical health. Reducing reliance on private cars through active travel and increased walkability and cyclability of spaces will also help minimise air pollution, which can have beneficial respiratory health effects.

**6.220** A minor positive effect is expected in relation to IA objective 9: Sustainable transport, as the policy states that schemes in Leyland Town Centre and Chorley Town Centre will be expected to deliver improved active travel facilities, while major development proposals within the town centres should enhance accessibility from/to the centre and within it. This should help improve the walkability and cyclability of the towns and also potentially improve public transport options.

**6.221** An increase in active travel and subsequent reduction in private car use is likely to result in a minor positive effect against IA objective 10: Air quality, as pollution associated with vehicles will be minimised due to a reduction in their use. However, expanding the role and vibrancy of town centres through new development could attract more people into the towns, which could increase air pollution associated with the private car. In Leyland Town Centre along Golden Hill Lane, the Air Quality Management Area is particularly at risk of experiencing an increase in air pollution. Therefore, the minor positive effect is coupled with a minor negative effect, against IA objective 10.

**6.222** It is important to note that Chorley and Leyland town centres are subject to surface water flood risk and parts of north Leyland town centre is located in Flood Zones 2 and 3. However, as the centres are already urbanised with extensive hard surfaces, any new development proposed and supported by the policy is likely to have a negligible effect against IA objective 13: Flood risk.

**6.223** A minor negative effect is expected in relation to IA objective 15: Energy and emissions as the policy supports the expansion and enhancement of the leisure, evening, retail and commercial economies and residential densification in the town centres of Chorley and Leyland. This is likely to increase energy use and the overall greenhouse gas emissions of the areas. However, this is coupled with a minor positive effect as the policy supports active travel improvements which will reduce reliance on private cars and therefore decrease the amount of associated greenhouse gases emitted.

**6.224** In relation to IA objective 16a: Landscape, the policy states that major development proposals within the town centres should demonstrate how they contribute to enhancing the overall attraction of the centre to local communities and deliver public realm improvements. This is likely to promote the existing townscape and add to the local character. Therefore, a minor positive effect is expected. Some uncertainty is recorded against this effect, as the actual effect will depend on the final design, scale and layout of development.

**6.225** In relation to IA objective 16b: Historic environment, a minor negative effect is expected due to the number of listed buildings located within and around Leyland and Chorley Town Centres, and the fact they are both located adjacent to conservation areas and within close proximity of registered parks and gardens. Major development proposals for commercial, leisure, evening and residential schemes which the policy supports, could have adverse effects on the historic environment and the setting of heritage assets. Some uncertainty is recorded against this effect, as the actual effect will depend on the final design, scale and layout of development.

**6.226** Policy EC13 supports growth of both Leyland and Chorley Town Centres. These areas are built-up and so it is expected that future development will take place on brownfield land. This is an efficient use of previously developed land and so Policy EC13 is expected to have a minor positive effect in relation to IA objective 17: Resources.

## Reasonable alternatives

**6.227** The CLAs identified the following reasonable alternative options to Policy EC13: Development in Leyland and Chorley Town Centres:

- **Option 1**: Have a generic policy on town centres, district and local centres identifying the sorts of uses which would be encouraged.

**6.228** A generic policy on town, district and local centres would result in the same effects as Policy EC13, but the effects would be more widespread as they would not just cover Leyland and Chorley Town Centres, but would also cover District and Local Centres.

**6.229** The CLAs chose to pursue the approach outlined in Policy EC13: Development in Leyland and Chorley Town Centres, current Local Plans have town, district and local centre policies which seek to maintain a certain percentage of retail uses in the centre. These policies are no longer sustainable and are not supported at appeal. Therefore, a decision was taken to move away from this approach and towards a specific policy aimed at regenerating Chorley and Leyland Town Centres.

# Policy EC14: Priorities for Tourism and the Visitor Economy

**6.230** Policy EC14 states that the councils will promote the enhancement and expansion of existing tourist and visitor accommodation. Therefore, the policy is expected to have a minor positive effect against IA objective 1: Housing.

**6.231** A significant positive effect is expected against IA objective 2: Economy as the policy promotes the growth of the tourist and visitor economy, including major development proposals for local attractions and conference facilities. This will attract inward investment and provide a range of new job opportunities. Additionally, an influx of capital spending through the tourism and visitor economy, plus increased job

opportunities, is likely to help reduce the level of deprivation and wealth disparity across the area. Therefore, a minor positive effect is expected in relation to IA objective 4: Deprivation.

**6.232** As Policy EC14 promotes the development of new visitor and tourist attractions and accommodation, both within urban centres and across rural areas, it is likely that transport network capacity and digital and utilities infrastructure capacity may not sufficiently cover new and growing levels of demand. Therefore, a minor negative effect is expected in relation to IA objective 3: Transport and utilities. However, there is some uncertainty as to whether there is capacity within said infrastructure to accommodate growing demand.

**6.233** The policy states that the provision of tourism/visitor attractions and conference facilities will be supported within the urban centres. Such facilities will help facilitate education and therefore minor positive effects are expected in relation to IA objectives 7: Social infrastructure and 8: Education.

**6.234** The policy states that the provision of the new visitor and tourism facilities will be placed in sustainable and appropriate locations. It specifies that the urban city and town centres will be favoured unless there are specific locational factors which justify an exception. The location of development in central locations will promote the use of public transport and active travel options. Therefore, a minor positive effect is expected in relation to IA objective 9: Sustainable transport. However, this minor positive effect is coupled with a minor negative effect as the policy also supports new tourism/visitor attractions within rural areas, which will increase private car journeys. An increase in the number of private car journeys and associated air pollution and greenhouse gas emissions will result in a minor negative effect against IA objectives 10: Air quality and 15: Energy and emissions.

**6.235** A minor positive effect is expected in relation to IA objective 16a: Landscape as the policy states that urban development must be consistent with the size of the settlement and for rural development, design should be compatible with the character or appearance of the rural area.

**6.236** A minor positive effect is expected in relation to IA objective 16b: Historic environment as the policy states that new tourism visitor attractions and/or visitor accommodation within rural areas will be supported where the development will improve a heritage asset.

**6.237** Finally, a minor positive effect is expected in relation to IA objective 17: Resources as the policy primarily supports development within the urban centres and in rural areas, prioritises the re-use of previously developed land.

## Reasonable alternatives

**6.238** No reasonable alternatives to Policy EC14: Priorities for Tourism and the Visitor Economy were identified

# Recommendations for the prosperous economy policies

- Policy EC1: Scale of Economic Growth could include measures to promote active and public transport connectivity to new employment sites.
- Policy EC1 could seek to integrate green and blue infrastructure into new employment development to enhance biodiversity, provide resilience to the effects of climate change and ensure greater recreational opportunities.
- Policy EC1 could reference opportunities for education or skills development alongside employment provision, particularly in conjunction with enhancements to the Samlesbury Advanced Engineering and Manufacturing Enterprise Zone.
- Policy EC13: Development in Leyland and Chorley Town Centres could explicitly state the development proposals within the town centres should enhance public transport links. It could also pinpoint urban greening as a core objective to improve social wellbeing, climate change impacts, biodiversity and the overall vibrancy and attraction of the centres for local communities. It could also emphasise that new development should protect and enhance the historic assets.

- Policy EC13 could include reference to the development of brownfield land and utilising existing buildings, which will reduce embodied carbon.
- Policy EC14: Priorities for Tourism and the Visitor Economy could explicitly state that visitor attractions/accommodation should be connected to public transport options and active travel routes.

## Employment allocation policies

**6.239** The IA findings for each of the three employment allocation policies are set out below in **Tables 6.19 to 6.24**. As each policy allocates numerous sites, the effects of each site are shown separately in the tables. The overall effects of the policy are presented in the first row of each table, representing an overview of the effects of the full list of site allocations. Justification for the effects identified is then provided below each table.

**6.240** For the individual site allocations in each policy which do not have key development considerations set out within Appendix 5 of the Local Plan, the effects presented are the 'policy-off' effects (i.e. mitigation is not taken into account), taken from Chapter 5 of this IA. For the sites where key development considerations have been identified in the Local Plan, these have been taken into account and have resulted in some updates being made to the effects brought forward from Chapter 5. For clarity, any changes from the ‘policy-off’ effects are underlined. These sites are indicated by an asterisk (*).

### Table 6.19: Policy EC2: Employment Allocations Chorley (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC2** | **No reference** | **0** | **++** | **+** | **0** | **0** | **+** | **++** | **0** | **+** |
| EC2.1* | 19C245x | **N/A** | **++** | **+** | **0** | **N/A** | **+** | **++** | **N/A** | **+** |
| EC2.2* | 19C350 | **N/A** | **+** | **+** | **0** | **N/A** | **+** | **++** | **N/A** | **++** |

### Table 6.20: Policy EC2: Employment Allocations Chorley (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC2** | **No reference** | **0** | **--?** | **0** | **0** | **0** | **0** | **--?** | **0?** | **-?** | **0** |
| EC2.1* | 19C245x | **0** | **--?** | **N/A** | **-** | **0** | **N/A** | **--?** | **0?** | **--?** | **0** |
| EC2.2* | 19C350 | **0** | **--?** | **N/A** | **+** | **0** | **N/A** | **0?** | **0?** | **+** | **+?** |

## Policy EC2: Employment Allocations Chorley

**6.241** Policy EC2 is expected to have a significant positive effect in relation to IA objective 2: Economy, as it allocates two employment sites totalling 7.58ha, and so will contribute significantly towards economic growth by addressing current and future employment needs and creating job opportunities.

**6.242** Some key development considerations are identified for site 19C245x and 19C350 in Appendix 5 of the Local Plan. According to these key development considerations, both sites have access to all utilities. Therefore, Policy EC3 is expected to have a minor positive effect is expected in relation to IA objective 3: Transport and utilities.

**6.243** Policy EC2 is expected to have a minor positive effect in relation to IA objective 6: Health, as it will increase the number of job opportunities available, which can have beneficial effects on people's health and wellbeing.

**6.244** The two sites allocated under Policy EC2 are located within Chorley, a Tier 1 settlement, and therefore and are within close proximity to services and facilities, which enhances their suitability as employment sites by providing employees with convenient access to essential amenities. As such, a significant positive effect is expected in relation to IA objective 7: Social infrastructure.

**6.245** Site 19C245x is located within 400m of bus stops, while site 19C350 is located within 400m of a bus stop and 800m of a railway station. Therefore, both sites offer opportunities for people to travel via public transport. As such, Policy EC2 is expected to have a minor positive effect in relation to IA objective 9: Sustainable transport.

**6.246** Both sites allocated under Policy EC2 are within 100m of a Priority Habitat (deciduous woodland), and development of the sites therefore has the potential to adversely affect these habitats through disturbance, degradation and loss of biodiversity. The key development considerations for both sites requires the potential

ecological impacts to be assessed as part of any planning application, and for development to retain existing trees and hedgerows where possible. However, these measures are not entirely sufficient to mitigate potential adverse impacts of development, and as such, a significant negative effect is expected overall in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as mitigation incorporated at planning application stage may avoid adverse effects and may even result in beneficial effects,

**6.247** Site 19C245x has moderate-high sensitivity to development, while 19C350 is not identified as being sensitive to development. The key considerations identified for site 19C245x provide very little in the way of mitigation. Therefore, overall, Policy EC2 is expected to have a significant negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.248** Site 19C245x is located on greenfield land. As such, greenfield land will be lost to development – some of which may be best and most versatile agricultural land. The key development considerations for the site state that an Agricultural Land Classification report may be required as part of a planning application if the land is best and most versatile. However, any loss cannot be mitigated. Site 19C350 is located on brownfield land, and will therefore see the redevelopment of previously developed land. As such, an overall minor negative effect is expected for the policy in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether the agricultural land lost will be Grade 3a (high quality) or 3b (not classed as high quality) agricultural land.

### Table 6.21: Policy EC3: Employment Allocations Preston (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC3** | **No reference** | **0** | **++** | **0** | **0** | **0** | **+** | **0** | **0** | **+** |
| EC3.1 | 19P012 | **N/A** | **++** | **N/A** | **0** | **N/A** | **+** | **++** | **N/A** | **+** |
| EC3.2 | 19P141 | **N/A** | **++** | **N/A** | **0** | **N/A** | **+** | **--** | **N/A** | **+** |
| EC3.3 | 19P142 | **N/A** | **++** | **N/A** | **+** | **N/A** | **+** | **--** | **N/A** | **+** |
| EC3.4 | 19P178 | **N/A** | **++** | **N/A** | **0** | **N/A** | **+** | **++** | **N/A** | **+** |

### Table 6.22: Policy EC3: Employment Allocations Preston (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC3** | **No reference** | **-** | **--?** | **0** | **--** | **-?** | **0** | **-?** | **-?** | **--?** | **0** |
| EC3.1 | 19P012 | **-** | **-?** | **N/A** | **+** | **0** | **N/A** | **0?** | **-?** | **+** | **+?** |
| EC3.2 | 19P141 | **0** | **--?** | **N/A** | **--** | **-?** | **N/A** | **-?** | **-?** | **--?** | **0** |
| EC3.3 | 19P142 | **0** | **--?** | **N/A** | **--** | **-?** | **N/A** | **--?** | **-?** | **--?** | **0** |
| EC3.4 | 19P178 | **-** | **--?** | **N/A** | **--** | **-?** | **N/A** | **-?** | **0?** | **--?** | **0** |

## Policy EC3: Employment Allocations Preston

**6.249** Policy EC3 allocates four employment sites and so will create numerous job opportunities, contributing towards economic growth. Therefore, Policy EC3 is expected to have a significant positive effect in relation to IA objective 2: Economy.

**6.250** Policy EC3 is expected to have a minor positive effect in relation to IA objective 6: Health, as it will increase the number of job opportunities available, which can have beneficial effects on people's health and wellbeing.

**6.251** All four sites allocated under Policy EC3 are within 400m of a bus stop, and so offer opportunities for people to travel via bus. This may reduce use of private motor vehicles. Therefore, Policy EC3 is expected to have a minor positive effect in relation to IA objective 9: Sustainable transport.

**6.252** Two of the four sites allocated under Policy EC3 are within 3km of an AQMA. As such, development of those sites has potential to exacerbate existing air quality issues at these AQMAs, through an increased number of journeys to and from the sites. Therefore, Policy EC3 is expected to have a minor negative effect in relation to IA objective 10: Air quality.

**6.253** Three of the four sites allocated under Policy EC3 are within 100m of a Priority Habitat (deciduous woodland), while the other is within 250m of a Priority Habitat (mudflats). Site 19P141 is also within 750m of a Local Nature Reserve (Fishwick Bottoms). Therefore, development of these sites has the potential to adversely affect these habitats through things like recreational pressure and air pollution. As such, Policy EC3 is expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as there is potential for appropriate mitigation to avoid adverse effects, but not until further details regarding the sites are determined, which is often at planning application stage.

**6.254** Three of the sites allocated under Policy EC3 are at risk of surface water flooding, while sites 19P012 and 19P178 also contain some land within Flood Zone

2. Overall, therefore, Policy EC3 is expected to have a significant negative effect in relation to IA objective 13: Flood risk.

**6.255** Three of the sites allocated under Policy EC3 are within Source Protection Zones 3. As such, development of these sites could have adverse effects on groundwater quality. Therefore, Policy EC3 is expected to have a minor negative effect against IA objective 14: Water. The effect is uncertain, as the actual effect also depends on factors such as whether there is capacity at relevant sewage treatment works to accommodate new development.

**6.256** Site 19P178 has moderate high sensitivity to development, while sites 19P141 and 19P142 have moderate sensitivity to development. As most of them are identified as having moderate sensitivity, Policy EC3 is expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.257** Three of the four sites allocated under Policy EC3 are expected to have adverse effects on the historic environment. As key considerations are not identified for the sites, no mitigation is identified. Therefore, overall, Policy EC3 is expected to have a minor negative effect in relation to IA objective 16b: Historic environment. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.258** Although one of the sites allocated under Policy EC3 comprises brownfield land, which is an efficient use of previously developed land, the remaining three sites comprise greenfield land classed as Grade 3 agricultural land. Therefore, Policy EC3 is expected to have a significant negative effect in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether these sites comprise Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. Further to this, a couple of the sites are within a Minerals Safeguarding Area and so there is potential for their development to sterilise mineral resources.

### Table 6.23: Policy EC4: Employment Allocations South Ribble (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC4** | **No reference** | **0** | **++** | **0** | **0** | **0** | **+** | **--** | **0** | **+** |
| EC4.1* | 19S188 | **N/A** | **++** | **N/A** | **0** | **N/A** | **+** | **--** | **N/A** | **+** |
| EC4.2* | 19S190 | **N/A** | **+** | **N/A** | **0** | **N/A** | **+** | **--** | **N/A** | **+** |

### Table 6.24: Policy EC4: Employment Allocations South Ribble (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC4** | **No reference** | **-** | **--?** | **0** | **-** | **0** | **0** | **-?** | **-?** | **--?** | **0** |
| EC4.1* | 19S188 | **-** | **--?** | **N/A** | **-** | **0** | **N/A** | **-?** | **0?** | **--?** | **0** |
| EC4.2* | 19S190 | **-** | **--?** | **N/A** | **-** | **0** | **N/A** | **-?** | **-?** | **--?** | **0** |

## Policy EC4: Employment Allocations South Ribble

**6.259** Policy EC4 allocates two employment sites and so will create numerous job opportunities, contributing towards economic growth. Therefore, Policy EC4 is expected to have a significant positive effect in relation to IA objective 2: Economy.

**6.260** Policy EC4 is expected to have a minor positive effect in relation to IA objective 6: Health, as it will increase the number of job opportunities available, which can have beneficial effects on people's health and wellbeing.

**6.261** The two sites allocated under Policy EC4 are not within or adjacent to a settlement identified in the settlement hierarchy. As such, they are likely to have poor access to services and facilities. Therefore, a significant negative effect is expected in relation to IA objective 7: Social infrastructure.

**6.262** Both sites are located within 400m of a bus stop and so offer opportunities for people to travel to work via bus, which may reduce use of the private car. Therefore, Policy EC4 is expected to have a minor positive effect in relation to IA objective 9: Sustainable transport.

**6.263** The sites allocated under Policy EC4 are within 3km of an AQMA and so their development could exacerbate existing air quality issues at these AQMAs through an increase in the number of private motor vehicle journeys to and from the sites. Therefore, Policy EC4 is expected to have a minor negative effect in relation to IA objective 10: Air quality.

**6.264** The sites are located within 100m of priority habitats (deciduous woodland) and so their development has the potential to adversely affect these habitats through things like recreational pressure and air pollution. As such, Policy EC4 is expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as there is potential for appropriate mitigation to avoid adverse effects, but not until further details regarding the siters are determines, which is often at planning application stage.

**6.265** Site 19S188 falls within Flood Zones 2 and 3a and is also at risk of surface water flooding. Site 19S190 is also at risk of surface water flooding. However, the key development considerations in Appendix 5 of the Local Plan require flood risk to be managed through careful consideration of site layout and design, which will help mitigate adverse effects. Overall, therefore, Policy EC4 is expected to have a minor negative effect in relation to IA objective 13: Flood risk.

**6.266** Site 19S188 has low-moderate sensitivity to development, while site 19S190 has moderate sensitivity to development. As such, both sites receive minor negative effects against IA objective 16a: Landscape, with some uncertainty. Therefore, overall, Policy EC4 is expected to have a minor negative effect in relation to IA objective 16a. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development at each site.

**6.267** Site 19S190 could have adverse effects on the historic environment, although it is unlikely that site 19S188 would. However, as IA utilises a precautionary approach, Policy EC4 is expected to have a minor negative effect in relation to IA objective 16b: Historic environment. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.268** The sites allocated under Policy EC4 comprise greenfield land classed as Grade 3 agricultural land. Therefore, Policy EC4 is expected to have a significant negative effect in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether these sites comprise Grade 3a (high quality) or 3b (not classed as high quality) agricultural land. Further to this, the sites are within a Minerals Safeguarding Area and so there is potential for their development to sterilise mineral resources.

## Reasonable alternatives

**6.269** Alternative site options were considered for allocation in the Local Plan, the findings of which were presented in Chapter 5 of this IA Report.

### Recommendations

- Policies EC2: Employment Allocations Chorley, EC3: Employment Allocations Preston and EC4: Employment Allocations South Ribble could contain some general mitigation measures that apply to all sites allocated under these policy, such as protecting and enhancing the built and natural environment.
- All three policies could contain some wording on sustainable design and construction, which should help reduce building emissions, in addition to increasing resilience to the effects of climate change.
- The three policies could include some references to sustainable drainage systems and mitigating surface water flooding for all sites.

## Mixed use allocation policies

**6.270** The IA findings for the two mixed use allocation policies are set out below in **Tables 6.25 to 6.28**. As each policy allocates numerous sites, the effects of each site are shown separately in the tables. The overall effects of the policy are presented in the first row of each table, representing an overview of the effects of the full list of site allocations. Justification for the effects identified is then provided below each table.

**6.271** For the individual site allocations in each policy which do not have key development considerations set out within Appendix 6 of the Local Plan, the effects presented are the 'policy-off' effects (i.e. mitigation is not taken into account), taken from Chapter 5 of this IA. For the sites where key development considerations have been identified in the Local Plan, these have been taken into account and have resulted in some updates being made to the effects brought forward from Chapter 5. For clarity, any changes from the ‘policy-off’ effects are underlined. These sites are indicated by an asterisk (*).

### Table 6.25: Likely effects of Policy EC5: Mixed Use Allocations Chorley (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC5** | **No reference** | **++** | **++** | **0** | **0** | **+** | **++/--?** | **++** | **+?** | **++** |
| EC5.1 | 19C265x | **+** | **+?** | **N/A** | **0** | **N/A** | **++** | **+** | **+?** | **++** |
| EC5.2* | 19C239x | **+** | **++?** | **N/A** | **0** | **N/A** | **++/--?** | **++** | **++?** | **++** |
| EC5.3* | 19C100 | **+** | **++?** | **0** | **0** | **N/A** | **++/--?** | **++** | **+?** | **++** |
| EC5.4 | 19C248x | **+** | **+?** | **N/A** | **+** | **N/A** | **++/--?** | **++** | **+?** | **++** |
| EC5.5 | 19C415 | **+** | **++?** | **N/A** | **0** | **N/A** | **++/--?** | **++** | **-?** | **++** |
| EC5.6 | 19C242x | **+** | **++?** | **N/A** | **0** | **N/A** | **++/--?** | **++** | **++?** | **++** |
| EC5.7 | 19C411 | **+** | **+?** | **N/A** | **0** | **N/A** | **++/--?** | **0** | **+?** | **+** |

### Table 6.26: Likely effects of Policy EC5: Mixed Use Allocations Chorley (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC5** | **No reference** | **0** | **--?** | **0** | **-** | **0** | **0** | **-?** | **-?** | **-?** | **0** |
| EC5.1 | 19C265x | **-** | **--?** | **N/A** | **+** | **0** | **N/A** | **0?** | **0?** | **+** | **+?** |
| EC5.2* | 19C239x | **0** | **--?** | **N/A** | **-** | **0** | **N/A** | **-?** | **-?** | **--?** | **0** |
| EC5.3* | 19C100 | **0** | **-?** | **N/A** | **-** | **0** | **N/A** | **--?** | **0?** | **-?** | **0** |
| EC5.4 | 19C248x | **0** | **--?** | **N/A** | **--** | **0** | **N/A** | **0?** | **-?** | **-** | **0** |
| EC5.5 | 19C415 | **0** | **--?** | **N/A** | **--** | **0** | **N/A** | **--?** | **0?** | **--?** | **0** |

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EC5.6 | 19C242x | 0 | --? | N/A | + | 0 | N/A | 0? | -? | +/-? | +? |
| EC5.7 | 19C411 | 0 | --? | N/A | + | 0 | N/A | -? | -? | +/-? | +? |

## Policy EC5: Mixed Use Allocations Chorley

**6.272** Policy EC5 allocates seven mixed use sites that will deliver a significant number of new homes. Therefore, it will contribute towards housing delivery, including affordable housing delivery. Therefore, Policy EC5 is expected to have a significant positive effect in relation to IA objective 1: Housing. As affordable housing will be delivered, which will help address affordable housing needs, a minor positive effect is expected in relation to IA objective 5: Equality.

**6.273** Policy EC5 will also deliver a significant amount of new employment floorspace and so will create numerous employment opportunities, contributing towards economic growth. Therefore, a significant positive effect is expected in relation to IA objective 2: Economy.

**6.274** All of the sites allocated under Policy EC5 are within 800m of an area of open space and 400m of a walking or cycling path, with some of them also within 800m of a GP surgery. Therefore, people may be encouraged to walk and cycle, and use open spaces for recreational purposes. Some of the sites also have access to healthcare. However, all of the sites allocated under Policy EC5 with the exception of 19C265x, contain an open space or walking route, which could be lost as a result of development, although this is not mentioned, including in the key considerations for sites EC5.2/19C239x and EC5.3/19C100. Overall, Policy EC5 is expected to have a mixed significant positive and significant negative effect in relation to IA objective 6: Health, with some uncertainty.

**6.275** Most of the sites allocated under Policy EC5 are within or adjacent to a Tier 2 settlement, which generally have good access to services and facilities. Therefore, the locations of these sites will help ensure residents and employees have good access to amenities. Overall, therefore, a significant positive effect is expected in relation to IA objective 7: Social infrastructure.

**6.276** Most of the sites allocated under Policy EC5 are either within 800m of an existing primary school or secondary school, which will help ensure access to these

existing educational facilities. However, it is unknown whether there is capacity at these schools to accommodate new pupils. Therefore, a minor positive effect is expected in relation to IA objective 8: Education, with some uncertainty.

**6.277** In addition to most of the sites being located within or adjacent to a Tier 2 settlement, a lot of them are also within 800m of a railway station and/or 400m of bus stops. People may, therefore, be encouraged to walk and cycle or use public transport. Therefore, Policy EC5 is expected to have a significant positive effect in relation to IA objective 9: Sustainable transport.

**6.278** The sites allocated under Policy EC5 either contain or are within 100m of a Priority Habitat (deciduous woodland). Therefore, development of these sites could cause some harm to these areas of deciduous woodland through habitat damage/loss and disturbance to species, in addition to increased recreational pressure. Although, some site-specific mitigation is identified for site EC5.3/19C100. According to its key development considerations, development must avoid the Priority Habitat and provide an appropriate buffer. Overall, Policy EC5 is expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as mitigation may help avoid adverse effects or even result in beneficial effects.

**6.279** A lot of the sites allocated under Policy EC5 either fall within Flood Zones 2 or 3 or are at risk of surface water flooding. However, some site-specific mitigation is identified for sites EC5.2/19C239x and EC5.3/19C100 – specifically that development proposals must meet the requirements of the Level 2 SFRA, with development located away from the parts of the sites at risk of flooding. Most of the sites are still likely, however, to contribute towards flood risk. Therefore, overall, Policy EC5 is expected to have a minor negative effect in relation to IA objective 13: Flood risk.

**6.280** A couple of the sites allocated under Policy EC5 are identified as having moderate sensitivity to development, while another couple are identified as having moderate-high sensitivity to development. The remaining sites have low sensitivity to development. As Policy EC5 does not contain any mitigation, it is expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is

uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.281** Development of most of the sites allocated under Policy EC5 could have adverse effects on the historic environment and as no mitigation it outlined in Policy EC5, it is expected to have a minor negative effect in relation to IA objective 16b: Historic environment. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.282** Although some of the sites allocated under Policy EC5 comprise brownfield land, the remainder are greenfield and fall on Grades 3, 4 or 5 agricultural land. As IA utilises a precautionary approach, a minor negative effect is expected in relation to IA objective 17: Resources. The effect is uncertain for a couple of reasons, namely that it is unknown whether sites classed as Grade 3 agricultural land comprise Grade 3a (high quality) or 3b (not classed as high quality) agricultural land, and that some of the sites are located within a minerals safeguarding area and so may sterilise mineral resources, restricting the availability of resources in the Local Plan area.

### Table 6.27: Likely effects of Policy EC6: Mixed Use Allocations South Ribble (IA objectives 1 to 9)

| Ref. | SHELAA ref. | IA1: Housing | IA2: Economy | IA3: Transport and utilities | IA4: Deprivation | IA5: Equality | IA6: Health | IA7: Social infrastructure | IA8: Education | IA9: Sustainable transport |
|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC5** | **No reference** | **+** | **++** | **-** | **0** | **+** | **++/--?** | **++** | **+?** | **++** |
| EC6.1* | 19S052 | **+** | **++?** | **-** | **0** | **N/A** | **++/--?** | **++** | **+?** | **++** |

### Table 6.28: Likely effects of Policy EC6: Mixed Use Allocations South Ribble (IA objectives 10 to 18)

| Ref. | SHELAA ref. | IA10: Air quality | IA11: Biodiversity and geodiversity | IA12: Climate change adaptation | IA13: Flood risk | IA14: Water | IA15: Energy and emissions | IA16a: Landscape | IA16b: Historic environment | IA17: Resources | IA18: Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Whole Policy EC5** | **No reference** | **-** | **--?** | **0** | **--** | **0** | **0** | **-?** | **-?** | **--?** | **0** |
| EC6.1* | 19S052 | **-** | **--?** | **N/A** | **--** | **0** | **N/A** | **-?** | **-?** | **--?** | **0** |

## Policy EC6: Mixed Use Allocation South Ribble

**6.283** Policy EC6 allocates a mixed use site that will deliver around 220 dwellings and so will contribute towards housing delivery, including affordable housing delivery. Therefore, Policy EC6 is expected to have a minor positive effect in relation to IA objective 1: Housing. As affordable housing will be delivered, which will help certain groups of people, a minor positive effect is expected in relation to IA objective 5: Equality.

**6.284** Policy EC6 seeks to deliver 50ha of employment land and so will create numerous employment opportunities, contributing towards economic growth. Therefore, a significant positive effect is expected in relation to IA objective 2: Economy.

**6.285** According to the key development considerations outlined in the Appendix 6 of the Local Plan, United Utilities has indicated that the site does not have access to a foul sewer. As such, early dialogue with United Utilities will be required prior to submission of a planning application. Therefore, Policy EC6 is expected to have a minor negative effect in relation to IA objective 3: Transport and utilities.

**6.286** Site 19S052 is within 800m of open space and 400m of cycle routes and public rights of way, and so people may be encouraged to walk and cycle, and use open spaces for recreational purposes. However, the site also contains a Public Right of Way that could be lost as a result of development, although this is not mentioned in the key considerations. Overall, Policy EC6 is expected to have a mixed significant positive and significant negative effect against IA objective 6: Health, with some uncertainty.

**6.287** Site 19S052 is adjacent to the settlement of Lostock Hall, which is a Tier 2 settlement. These settlements generally have good access to services and facilities and so the location of the site will ensure residents and employees have good access to amenities in the area. Overall, therefore, a significant positive effect is expected in relation to IA objective 7: Social infrastructure.

**6.288** Site 19S052 is within 800m of a primary school and therefore helps ensure access to this existing educational facility, although it is unknown whether the primary school has capacity to accommodate new pupils or not. Therefore, a minor positive effect is expected against IA objective 8: Education, with some uncertainty.

**6.289** In addition to being located adjacent to a Tier 2 settlement, site 19S052 is within 800m of a railway station and 400m of bus stops. People may, therefore, be encouraged to walk and cycle or use public transport. Therefore, overall, Policy EC6 is expected to have a significant positive effect in relation to IA objective 9: Sustainable transport.

**6.290** Site 19S052 is within 3km of an AQMA. Therefore, its development and the increase in journeys to and from the site via private motor vehicle could exacerbate existing air quality issues. Therefore, Policy EC6 is expected to have a minor negative effect in relation to IA objective 10: Air quality.

**6.291** Site 19S052 contains a small area of deciduous woodland, which is a Priority Habitat, and is also within 100m of some other areas of deciduous woodland. Therefore, development of the site could cause some harm to these areas of deciduous woodland through habitat damage/loss and disturbance to species, in addition to increased recreational pressure. Policy EC6 is therefore expected to have a significant negative effect in relation to IA objective 11: Biodiversity and geodiversity. The effect is uncertain, as mitigation may help avoid adverse effects or even result in beneficial effects.

**6.292** Site 19S052 contains some areas at risk of surface water flooding and development could exacerbate this. As no mitigation is proposed within Policy EC6, it is expected to have a significant negative effect in relation to IA objective 13: Flood risk.

**6.293** 19S052 is identified as having moderate sensitivity to development. As Policy EC6 does not contain any mitigation, it is therefore expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.294** Development of site 19S052 could have adverse effects on the historic environment and as no mitigation is outlined in Policy EC6, it is expected to have a minor negative effect in relation to IA objective 16b: Historic environment. The effect is uncertain, as the actual effect is dependent on the final design, scale and layout of development.

**6.295** Site 19S052 comprises greenfield land classed as Grade 3 agricultural land, and its development will result in the loss of this land. Therefore, a significant negative effect is expected in relation to IA objective 17: Resources. The effect is uncertain, as it is unknown whether the site comprises Grade 3a (i.e. high quality) or 3b (i.e. not classed as high quality) agricultural land. The site is also located within a Minerals Safeguarding Area and so may sterilise mineral resources and restrict the availability of resources in the Local Plan area.

### Reasonable alternatives

**6.296** Alternative site options were considered for allocation in the Local Plan, the findings of which were presented in Chapter 5 of this IA Report.

### Recommendations for the mixed use allocation policies

- Policy EC6: Mixed Use Allocations South Ribble could outline some mitigation measures that address any adverse effects development might have on the natural and historic environment, in addition to the landscape.
- Policy EC6 could require the implementation of SuDS as part of development, as site 19S052 is at risk of surface water flooding.

## Healthy and inclusive communities

**6.297** The likely effects of the healthy and inclusive communities policies are presented in **Table 6.29** and described below the table.

### Table 6.29: Likely effects of the healthy and inclusive communities policies

| IA objective | HC1 | HC2 | HC3 | HC4 | HC5 | HC6 | HC7 |
|---|---|---|---|---|---|---|---|
| IA1: Housing | + | 0 | 0 | 0 | 0 | 0 | 0 |
| IA2: Economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA3: Transport and utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA4: Deprivation | + | 0 | ++ | 0 | + | 0 | 0 |
| IA5: Equality | ++ | 0 | ++ | ++ | + | + | + |
| IA6: Health | ++ | + | ++ | 0 | + | ++ | + |
| IA7: Social infrastructure | + | 0 | ++ | ++ | + | + | 0 |
| IA8: Education | 0 | 0 | ++ | + | 0 | 0 | 0 |
| IA9: Sustainable transport | + | 0 | + | + | + | 0 | + |
| IA10: Air quality | + | 0 | +/-? | + | + | 0 | + |
| IA11: Biodiversity and geodiversity | 0 | 0 | -? | 0 | + | + | 0 |
| IA12: Climate change adaptation | + | 0 | 0 | 0 | + | + | 0 |

| IA objective | HC1 | HC2 | HC3 | HC4 | HC5 | HC6 | HC7 |
|---|---|---|---|---|---|---|---|
| IA13: Flood risk | 0 | 0 | -? | 0 | + | + | 0 |
| IA14: Water | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA15: Energy and emissions | 0 | 0 | 0 | + | + | 0 | 0 |
| IA16a: Landscape | 0 | 0 | -? | + | + | + | + |
| IA16b: Historic environment | 0 | 0 | -? | 0 | 0 | 0 | 0 |
| IA17: Resources | 0 | + | 0 | 0 | 0 | 0 | 0 |
| IA18: Waste | 0 | - | 0 | 0 | 0 | 0 | 0 |

# Policy HC1 (Strategic Policy): Health and Wellbeing

**6.298** Policy HC1 is expected to have a minor positive effect in relation to IA objective 1: Housing as it states that tenure-neutral and safe neighbourhoods will be promoted. This will help ensure that new housing caters to a range of different people's needs.

**6.299** The policy is expected to have a minor positive effect in relation to IA objective 4: Deprivation as it promotes the creation of safe environments consistent with the last guidance regarding security (including encouraging natural surveillance). It also aims to promote social interaction through delivery of mixed used neighbourhoods with communal areas and community facilities. This is likely to contribute to reduced crime rates and levels of disparity.

**6.300** The policy is expected to have significant positive effects in relation to IA objective 5: Equality and 6: Health as it sets out strategic criteria to achieve inclusive, safe and healthy places. It promotes social interaction, safe environments, and healthy lifestyles and local food environments. These will support improved social well-being and reduce health inequalities as well as fostering good relationships between different groups of people through social inclusion.

**6.301** A minor positive effect is expected in relation to IA objective 7: Social infrastructure, as the policy promotes access to and provision of appropriate social infrastructure, such as communal areas and community facilities, open spaces and community food growing.

**6.302** The policy states that development shall enable healthy lifestyles through the provision of active and safe environments. This is likely to promote places that are accessible and safe for communities to actively travel, promoting cycling and walking for shorter journeys. Therefore, a minor positive effect is expected in relation to IA objective 9: Sustainable transport.

**6.303** As this policy will reduce the use of private cars, it will also reduce air pollution and greenhouse gas emissions associated with use of the private car. Therefore, a minor positive effect is expected in relation to IA objectives 10: Air quality and 15: Energy and emissions.

## Reasonable alternatives

**6.304** The CLAs identified the following reasonable alternative options to Policy HC1: Strategic Policy – Health and Wellbeing:

- **Option 1**: Continue to promote 20 minute neighbourhoods as per Preferred Options.

**6.305** Option 1 seeks to promote 20-minute neighbourhoods. Twenty-minute neighbourhoods ensure people are always within close proximity of the amenities they require, while also encouraging physical activity through active travel. As people are within close proximity of amenities and encouraged to walk and cycle, minor positive effects are expected against IA objectives 6: Health, 7: Social infrastructure and 8: Education. This reduces reliance on private motor vehicles and so a minor positive effect is also expected in relation to IA objective 9: Sustainable transport. A reduced reliance on the car helps reduce associated air pollution, in addition to greenhouse gas emissions. Therefore, minor positive effects are also expected in relation to IA objectives 10: Air quality and 12: Climate change adaptation. A minor positive effect is also expected against IA objective 5: Equality, as the creation of mixed-use developments so as to implement the 20-minute neighbourhood concept has the potential to encourage interaction and social cohesion between different groups of people. All effects are recorded as uncertain, as it is uncertain how viable this concept is in Central Lancashire, which is a predominantly rural area.

**6.306** Option 2 refocuses the strategic policy around health and wellbeing and promoting active lifestyles. This option is likely to have the same effects as policy HC1 in relation to IA objectives 5: Equality and 6: Health, as the option directly addresses health inequalities and encourages physical activity, by making health and wellbeing and active lifestyles the focus. However, the option may have a more

limited effect in relation to IA objectives 9: Sustainable transport, 10: Air quality and 15: Energy and emissions, compared to Policy HC1, as the refocus from mixed-use and tenure-neutral neighbourhoods, to a broader focus around health and wellbeing and active lifestyles, may overlook the benefits associated with mixed-use, and integrated design of neighbourhoods, particularly in relation to sustainable transport.

**6.307** The CLAs chose to pursue the approach outlined in Policy HC1, as while the 20-minute neighbourhood is an interesting concept, it is not considered that the model would work for Central Lancashire where much of the plan area is rural and lacks a well-developed public transport network. It was therefore decided to focus this policy on health and wellbeing, enabling social interaction, creating safe environments, enabling healthy lifestyles and considering the local food environment.

## Policy HC2: Hot Food Take-aways

**6.308** Policy HC2 is expected to have a minor positive effect in relation to IA objective 6: Health as it states that hot food takeaways will not be permitted in wards where 10% of Reception pupils and 15% of Year 6 pupils (or more) classify as obese or within 400m of a secondary school entrance, unless opening hours are restricted at school opening/closing times and lunchtimes. Ensuring that hot food takeaways are restricted in areas with school children and high child obesity rates will prevent consumption of unhealthy food and subsequently protect children's physical health and reduce health inequalities between wards.

**6.309** The policy is likely to have a minor positive effect in relation to IA objective 17: Resources, as it restricts more than 10% of ground floor commercial premises in a block being used as hot food takeaways, and from sandwiching other uses within Preston City Centre and town or district centres. This ensures that brownfield land is allocated efficiently and safeguarded from a monopolising industry, such that a range of commercial employment opportunities are provided.

**6.310** A minor negative effect is expected for IA objective 18: Waste, as although the policy criteria restrict hot food takeaways, it is likely that existing and new takeaways

will produce single-use plastic waste which cannot be recycled. This works against sustainable consumption of resources and principles of the circular economy.

## Reasonable alternatives

**6.311** The CLAs identified the following reasonable alternative options to Policy HC2: Hot Food Take-aways:

- **Option 1**: Have a very restrictive policy linked to deprivation and childhood obesity.

**6.312** This option would contribute more significantly to IA objective 6: Health than Policy HC2, as it is even more restrictive. Therefore, Option 1 is expected to have a significant positive effect in relation to IA objective 6. The restrictive nature of this option could, however, result in existing hot food takeaways having to close and no new ones being opened, which could impact upon the viability of some town, district and local centres. Therefore, Option 1 is expected to have a minor negative effect in relation to IA objective 2: Economy.

**6.313** The CLAs chose to pursue the approach outlined in Policy HC2, as the Public Health Team at Lancashire County Council has established an evidence base which links the number of hot food takeaways across Lancashire to childhood obesity and deprivation. The team has been working with the CLAs to try and restrict the number of new hot food takeaways through the planning process. Further to this, other councils in Lancashire have successfully implemented restrictive hot food takeaway policies in their Local Plans and Councillors across Central Lancashire support this approach. It was decided to not link the policy to deprivation indicators as the most recent data was from 2019 whereas childhood obesity figures are updated annually. A blanket ban was not favoured as hot food takeaways can contribute to the viability of retail/town centres.

# Policy HC3: Community, Health and Education Facilities

**6.314** Policy HC3 seeks to ensure that residents have good access to community facilities by safeguarding and supporting new health, education and community facilities. This will integrate vital support systems into local communities to address the social determinants of health. The policy is therefore expected to have a minor positive effect in relation to IA objective 4: Deprivation.

**6.315** The policy is expected to have significant positive effects in relation to IA objectives 5: Equality and 6: Health. In particular, the preservation and support of good access to health and community facilities will ensure equal opportunity to essential infrastructure and facilities for children and working people. It will also ensure that groups associated with protected characteristics such as age, disability and maternity, who are more vulnerable to health implications, social isolation and mental health issues, are supported. The policy also supports proposals for health and community facilities, which will also provide support to those who need it. These facilities will be accessible via active travel and/or public transport, which will reduce access barriers and ensure those with the most need are well provisioned while also promoting a more active lifestyle.

**6.316** Similarly, a significant positive effect is likely for IA objective 7: Social infrastructure, as the policy supports proposals for new community, education and healthcare facilities within town, district or local centres, or for areas where there is a demonstrable local need. It also safeguards existing community facilities and states that any loss must receive alternative provision unless it can be demonstrated that it is no longer suitable for continued community use. Similarly, a significant positive effect is expected for IA objective 8: Education, as the policy safeguards a set of education sites for the expansion or provision of new education facilities and states that they should be made available for community use where practical. It also states that where major residential development would cause a shortfall in education places, contributions towards education will be sought.

**6.317** The policy is expected to have a minor positive effect in relation to IA objective 9: Sustainable transport, as it requires facilities to be located within a town, district or local centre, or accessible by active travel and/or public transport. This will reduce reliance on private cars and associated air pollution, in addition to greenhouse gas emissions. Therefore, minor positive effects are expected in relation to IA objectives 10: Air quality and 15: Energy and emissions. The minor positive effect against IA objective 10 is coupled with a minor negative effect, as two of the sites safeguarded for the expansion or provision of new education facilities are within close proximity of AQMAs, namely Pickerings Farm, Flag Lane (AQMA 3 Lostock Hall) and Aston Way, Leyland (AQMA 5 Leyland). Therefore, expansion of these sites could exacerbate existing air quality issues due to an increase in the number of journeys to and from the sites. The effect is uncertain, as it is unknown whether development will definitely come forward on these sites.

**6.318** A small number of the sites safeguarded for the expansion or provision of new education facilities fall within close proximity of some biodiversity assets. Cottam Hall is within close proximity of areas of deciduous woodland, in addition to Fishwick Bottoms Local Nature Reserve. Similarly, the former Whittingham Hospital, Land at Bartle and Aston Way, Leyland are close to areas of deciduous woodland, while Pickerings Farm is close to some traditional orchards. Further development of these sites could have adverse effects on these biodiversity assets and therefore a minor negative effect is expected against IA objective 11: Biodiversity and geodiversity. The effect is uncertain as mitigation may be incorporated into the design of development, if it takes place.

**6.319** Although a number of the sites safeguarded for the expansion or provision of new education facilities are located in settlements and so were not assessed as part of the Stage 2 Landscape Sensitivity report, a small number of them were. Higher Bartle, Tabley Lane and Pickerings Farm fall in areas considered to have low-moderate sensitivity, Land to the East of Wigan Road, Clayton-le-Woods falls within an area considered to have moderate sensitivity, while Land at Bartle falls within an area considered to have moderate-high sensitivity. Therefore, expansion and development of these sites could have adverse effects on the landscape and so Policy HC3 is expected to have a minor negative effect in relation to IA objective 16a: Landscape. The effect is uncertain, as the actual effect will depend on the final design, scale and layout of development.

**6.320** Some of the sites safeguarded for the expansion or provision of new education facilities are within close proximity of heritage assets, namely the former Whittingham Hospital is within close proximity of some Grade II listed buildings, and Land to the East of Wigan Road, Clayton-le-Woods is within close proximity of one grade II listed building. If these sites are expanded with new education facilities provided, there is potential for adverse effects on the historic environment. Therefore, Policy HC3 is expected to have a minor negative effect in relation to IA objective 16b: Historic environment. The effect is uncertain, as the actual effect will depend on the final design, scale and layout of development.

**6.321** Most of the sites safeguarded for the expansion or provision of new education facilities contain areas at risk of surface water flooding. Therefore, a minor negative effect is expected in relation to IA objective 13: Flood risk. The effect is uncertain as mitigation may be implemented if further development takes place.

## Reasonable alternatives

**6.322** No reasonable alternatives to Policy HC3: Community, Health and Education Facilities were identified.

# Policy HC4: Purpose Built Places of Worship and/or Religious Instruction

**6.323** In supporting the provision of new places of worship to serve a local community or to meet an identified need, Policy HC4 promotes equal opportunity for religious expression for all groups and communities. This will foster new relations between people, promoting social inclusion. Additionally, the worship spaces will promote places that do not discriminate based on the protected characteristics of religion and beliefs as well as age and disability. Therefore, a significant positive effect is expected in relation to IA objective 5: Equality.

**6.324** Similarly, a significant positive effect is expected in relation to IA objective 7: Social infrastructure as the policy ensures that people have access to and provision of appropriate places of worship. Such worship facilities provide key social infrastructure for a range of groups and events to come together.

**6.325** A minor positive effect is expected in relation to IA objective 8: Education as the policy's support of provision of new places of worship will ensure that local areas have access to religious education centres for many different groups of people, regardless of their background or age.

**6.326** In relation to IA objective 9: Sustainable transport, the policy is likely to have a minor positive effect as it ensures sustainable access to appropriate local community worship and religious infrastructure. It ensures that proposals locate the places of worship in areas accessible to the community and by a range of sustainable transport options. It also ensures car parking provision is adequate while not adversely impacting on the highways network so that elderly, disabled and family groups that rely on private vehicles are able to access the space.

**6.327** Sustainable access to local community worship and religious infrastructure subsequently has a minor positive effect in relation to IA objective 10: Air quality, as the reduction in private car use through the provision of sustainable access will help reduce air pollution generated by use of the car. This reduction in car related emissions will also have a minor positive effect in relation to IA objective 15: Energy and emissions.

**6.328** Finally, the policy is expected to have a minor positive effect in relation to IA objective 16a: Landscape as it states that proposals for new places of worship must demonstrate that they do not detract from the visual amenity of the area. In this way, local character will be conserved and potentially enhanced depending on the good design and placement of buildings.

## Reasonable alternative policy options

**6.329** The CLAs identified the following reasonable alternative options to Policy HC4: Purpose Built Places of Worship and/or Religious Instruction:

- **Option 1**: Combine with Policy HC3: Community, Health and Education Facilities and assess in same way as a community facility.

**6.330** Option 1 is expected to have the same effects as Policy HC3, as this approach would continue to ensure that residents have good access to community facilities, including places of worship. Policy HC3 seeks to provide good access to community facilities by safeguarding and supporting them, and including places of worship in the policy would help to preserve and enhance access to them. The integration of places of worship into Policy HC3 would also encourage equal opportunity for access to places of worship, ensuring that they are assessed and supported as an essential component of community infrastructure. Policy HC3 does not, however, include wording on development having no adverse impact on the highway network, no significant impact on adjoining properties and development not detracting from the visual amenity of the area, as Policy HC4 does. Therefore, Option 1 is unlikely to contribute to the effects against the IA objectives 6: Health and 16a: Landscape as much as Policy HC3.

**6.331** The CLAs chose to pursue the approach outlined in Policy HC3. Initially, it was not considered necessary to have a standalone policy for places of worship. However, Preston City Council recently experienced a controversial application for a new place of worship, which was refused, went to appeal and called in by the Secretary of State. The application was refused on numerous issues regarding impacts on highway safety by way of traffic generation, car parking, accessibility though walking and cycling, design, impact on the surrounding area and heritage assets. Therefore, the CLAs expect there may be further demand for new places of worship in the plan period and so it was decided not to include them in the generic community facilities policy, but have a bespoke policy for them.

# Policy HC5: Provision of New Open Space, Sport and Recreation Facilities

**6.332** Policy HC5 is expected to have a minor positive effect in relation to IA objective 4: Deprivation as it supports the provision of open space, sport, and recreation facilities, and extensions to existing facilities. It ensures that any new provision and facilities are available for public use and addresses an identified need. This will ensure that environment and health facilities are provided to support deprived areas and to address social determinants of health.

**6.333** Similarly, a minor positive effect is expected in regards to IA objective 5: Equality. This is because the policy supports new provision and extension of open space, sport and recreation facilities, which addresses an identified need and is accessible by sustainable transport options and available for public use. This will ensure equality of opportunity and equal access to these facilities and improve opportunities for social interactions between different people, groups and communities.

**6.334** In regards to IA objective 6: Health, a minor positive effect is expected as the policy ensures everyone has adequate access to and provision of sports, recreational facilities and open space. This promotes healthier lifestyles for local communities by improving their mental and physical wellbeing through increased exercise, social interactions and their connection with nature and open greenspace. Further to this, the policy requires proposals for open space, sport and recreation facilities to have no adverse impact on surrounding residential amenity regarding light and noise disturbance.

**6.335** As the policy ensures that people are adequately served by key social infrastructure (playgrounds, sports facilities and open space), the policy is expected to have a minor positive effect in relation to IA objective 7: Social infrastructure.

**6.336** The policy is expected to have a minor positive effect against IA objective 9: Sustainable transport, as it states that proposals for new provision of open space, sport and recreation facilities, and extensions to existing facilities, will be supported

subject to them being accessible by transport other than private cars. This will ensure active travel options are encouraged as well as public transport provision. Subsequently, a minor positive effect is expected for IA objective 10: Air quality. A minor positive effect is also expected for IA objective 15: Energy and emissions, as the promotion of sustainable transport options will reduce private car use and associated emissions.

**6.337** A minor positive effect is likely in relation to IA objective 11: Biodiversity and geodiversity, as the provision of new open space is likely to provide opportunities for new green links and green corridors, as well as new habitat features. It will also improve access to green infrastructure, improving provision of tranquil, nature-rich and amenity greenspace. However, it is acknowledged that using open spaces for recreational purposes can sometimes have adverse effects on biodiversity.

**6.338** Such provision of new open space is likely have a minor positive effect in relation to IA objective 12: Climate change adaptation as new allocations, enhancements and extensions of green space will strengthen the natural environment to help mitigate against flood risk and urban heating by increasing permeable land cover and canopy cover. Subsequently, a minor positive effect is also expected in relation to IA objective 13: Flooding.

**6.339** Finally, a minor positive effect is expected in relation to IA objective 16a: Landscape, as the policy states that any new facilities or ancillary development should be of a size and scale which does not detract from the site's existing character. Further to this, open spaces help protect the landscape.

## Reasonable alternatives

**6.340** No reasonable alternatives to Policy HC5: Provision of New Open Space, Sport and Recreation Facilities were identified.

# Policy HC6: Protection of Existing Open Space, Sport and Recreation Facilities

**6.341** In protecting existing open space, sport and recreation facilities, Policy HC6 will help ensure equal access to open space and recreational facilities for a range of people and communities. This will foster good relationships between different groups and support social inclusion. Therefore, a minor positive effect is expected against IA objective 5: Equality.

**6.342** A significant positive effect is expected in relation to IA objective 6: Health due to the policy preventing development on open space unless it meets the criteria listed, which should ensure that everyone has adequate access to good quality sports, recreation and open space provision. Such access can make an important contribution to the health and wellbeing of residents, both physically and mentally and in terms of social wellbeing.

**6.343** A minor positive effect is expected in relation to IA objective 7: Social infrastructure as the policy overarchingly protects and promotes access to sports facilities, playgrounds and open space. It sets out that assessments must be undertaken to prove that existing facilities are surplus to requirements before any loss can occur, thereby ensuring that all people will remain adequately served regardless of socio-economic status.

**6.344** The policy will have a minor positive effect in relation to IA objective 11: Biodiversity and geodiversity, as it protects open space from inappropriate development. This will ensure that existing open space can continue to provide benefits for new and existing wildlife, and that any loss is replaced by equivalent or better provision in terms of quantity and quality.

**6.345** As a result of this protection, minor positive effects are expected in relation to IA objectives 12: Climate change adaptation and 13: Flood risk. The preservation and enhancement of natural open spaces, in particular areas with tree cover, permeable ground and local wildlife, will ensure that communities and infrastructure are more

resilient and adaptable to the effects of climate change such as flood events and heat waves.

**6.346** Finally, the policy is expected to have a minor positive effect in relation to IA objective 16a: Landscape as it ensures that development proposals will not be accepted where the site makes a significant contribution to the character of an area. Therefore, the specific local character and setting of different areas across the region will be conserved where necessary.

## Reasonable alternatives

**6.347** No reasonable alternatives to Policy HC6: Protection of Existing Open Space, Sport and Recreation Facilities were identified.

# Policy HC7: Cemeteries and Crematoria

**6.348** Policy HC7 protects existing burial and memorial sites and supports the development of new sites and extensions of existing sites. As the policy ensures there are appropriate local places for dignified burial and cremation, a minor positive effect is expected in relation to IA objective 6: Health. The policy also supports the extension of existing burial or cremation sites such that they meet the requirements of the various faith groups or the wider community within the plan area and are appropriately located and accessible. The policy is therefore expected to have a minor positive effect against IA objective 5: Equality.

**6.349** According to the policy text, new burial or memorial provision must be appropriately located such that they are accessible by public transport, walking and cycling. Therefore, a minor positive effect is expected in relation to IA objective 9: Sustainable transport. Encouraging expansion of sites in sustainable locations will encourage use of clean transport modes. Additionally, the policy requires extensions to existing sites or new sites to appropriately incorporate mitigation measures against any air pollution issues.

**6.350** One of the two sites identified to meet future burial and cremated remains needs, Preston Cemetery and Crematorium, is adjacent to Flood Zones 2 and 3. The site is also at risk of surface water flooding, in addition to Adlington Cemetery. Therefore, Policy HC7 is expected to have a minor negative effect in relation to IA objective 13: Flood risk. However, Policy HC7 states that proposals should respond to potential flood risk. Therefore, the minor negative effect is upgraded to a negligible effect.

**6.351** Preston Cemetery and Crematorium is located within Source Protection Zone 1 and so there is potential its expansion could create some water pollution issues. Therefore, a minor negative effect is expected in relation to IA objective 14: Water. However, the effect is upgraded to a negligible effect, as the policy text requires the extension of new burial and cremation facilities to respond to any potential water pollution issues with the appropriate mitigation measures. Additionally, it states that new sites should be located outside of Groundwater Source Protection Zones.

**6.352** Finally, the policy states that new sites must consider landscape integration so that the openness or visual amenity of the area is not compromised. Therefore, a minor positive effect is likely in relation to IA objective 16a: Landscape.

## Reasonable alternatives

**6.353** The CLAs identified the following reasonable alternative options to Policy HC7: Cemetries and Crematoria:

- **Option 1**: Combine with places of worship policy above and assess in the same way.

**6.354** Option 1 is expected to have the same effects as Policy HC7: Cemeteries and Crematoria, as this approach would continue to ensure that new burial and cremation sites, and extensions to existing sites are located in areas accessible to the community they serve, and do not detract from the visual amenity of the area. The integration of both policies would provide cohesive guidance for the location, accessibility, and design of places of worship and cemeteries and crematoria, and

promote more efficient land-use planning, as burial and cremation sites often have cultural and spiritual significance closely linked to places of worship.

**6.355** The CLAs chose to pursue the approach outlined in Policy HC7. This is due to the fact a standalone place of worship policy was needed to address different requirements for those facilities. New cemetery provision has been identified as required for council-run sites in Chorley and Preston. Therefore, the policy needed to identify those locations to meet this need.

## Recommendations for the healthy and inclusive communities policies

- Policy HC1: Health and Wellbeing could include more explicit wording surrounding community learning and upskilling opportunities through the communal areas and facilities and local food environment. It could also provide greater detail in regards to community greening e.g. community orchards, allotments, tree planting, natural play spaces.
- Policy HC1 could require applicants to submit Health Impact Assessments for all major developments.
- Policy HC2: Food and Beverage Uses and Hot Food Take-aways could consider the impact of hot food takeaways on litter production, and particularly consider restricting use of single-use, non-recyclable plastics.
- Policy HC3: Community, Health and Education Facilities could seek to conserve and enhance the natural environment and historic environment, in addition to the landscape and townscape.
- Policy HC3 could include some text on flood risk mitigation, as a number of the sites identified for the expansion or provision of new education facilities include land that it at risk of surface water flooding.
- Policy HC4: Purpose Built Places of Worship and/or Religious Instruction could strengthen bullet point e) so that it ‘conserves and enhances’ the local landscape.

- Policy HC5: Provision of New Open Space, Sport and Recreation Facilities could include wording on maintenance requirements and ensure that the facilities are maintained to a high quality to ensure that are well-used and well-perceived. The policy could also ensure that new provision is inclusively and accessibly designed so to cater for the needs of all.
- Cemeteries and crematoria are valuable green infrastructure assets. Policy HC7: Cemetries and Crematoria could place greater emphasis on new and extended sites creating and maintaining the nature value of these spaces.

# High quality environment

**6.356** The likely effects of the high quality environment policies are presented in **Table 6.30** and described below the table.

### Table 6.30: Likely effects of the high quality environment policies

| IA objective | EN1 | EN2 | EN3 | EN4 | EN5 | EN6 | EN7 | EN8 | EN9 | EN10 | EN11 | EN12 | EN13 | EN14 | EN15 | EN16 | EN17 | EN18 | EN19 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IA1: Housing | +/- | 0 | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | - | +/- | 0 | 0 |
| IA2: Economy | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | +/- | 0 | 0 |
| IA3: Transport and utilities | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 | 0 |
| IA4: Deprivation | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | 0 | 0 | 0 | 0 |
| IA5: Equality | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | 0 | 0 | 0 | 0 |
| IA6: Health | + | + | + | + | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | + | +/- | 0 | + | 0 | 0 |
| IA7: Social infrastructure | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | 0 | 0 | 0 | 0 |
| IA8: Education | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA9: Sustainable transport | + | ++ | +/- | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA10: Air quality | + | + | +/- | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 |
| IA11: Biodiversity and geodiversity | + | + | + | 0 | ++ | ++ | ++/- | ++ | ++/- | + | + | + | 0 | + | 0 | 0 | 0 | + | ++ |
| IA12: Climate change adaptation | + | 0 | + | 0 | + | + | +/- | + | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA13: Flood risk | + | 0 | + | 0 | + | 0 | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA14: Water | ++ | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | + | + | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA15: Energy and emissions | + | + | +/- | 0 | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IA16a: Landscape | ++ | + | ++ | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | ++ | 0 | + | ++ | ++ |
| IA16b: Historic environment | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | + |
| IA17: Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | ++ | + | + | 0 |
| IA18: Waste | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Policy EN1: Well Designed Places

**6.357** Policy EN1 sets out the criteria and guidance documents for all new developments to comply with when designing new buildings and places. It states that major developments including residential uses should meet the National Design Guide criteria and the 'Building for Life' criteria and comply with the nationally described space standards. Such criteria will ensure that new development will deliver high quality and sustainable housing supply and therefore, a minor positive effect is likely in relation to IA objective 1: Housing. However, this is coupled with a minor negative effect as these standards may make development less viable and therefore potentially limit the amount of housing projects that developers can put forward.

**6.358** A minor positive effect is expected in relation to IA objective 4: Deprivation and IA objective 7: Social infrastructure. The policy text references multiple design guidance documents which require development (in particular major development) to comply with considerations such as integrating schemes into the surrounding area, providing or connecting to local community facilities such as shops, workplaces, parks etc. This will contribute to positive impacts for reducing levels of deprivation and disparity between groups as well as linking residents and communities to social infrastructure.

**6.359** The policy's requirement for all development to comply with the National Design Guide criteria will have a minor positive effect against IA objective 5: Equality. The design guide places emphasis on creating safe and well-designed public spaces into schemes to ensure decreased crime rates and increased social interaction and community gathering through things like natural surveillance and active frontages. The guide also states that design should promote social inclusion and be accessible for all and provides criteria for how schemes should achieve that.

**6.360** The policy is also expected to have a minor positive effect in relation to IA objective 6: Health as it requires development to comply with national space standards and the 'Building for a Healthy Life' criteria. The 12 considerations ensure

that schemes consider natural connections, green and blue infrastructure, encouraging walking and cycling, integrated neighbourhood which facilitates health and social services, and healthy streets. This will help to enhance the overall mental and physical health of communities and ultimately ensure developments prioritise good design that supports healthy and happy lifestyles.

**6.361** The policy requires all development to be consistent with national and local design codes and guidance. Those cited in the policy place great emphasis on the importance of incorporating public transport and active travel options into schemes to reduce car use as much as possible. As a result, this policy should have a minor positive effect against IA objective 9: Sustainable transport.

**6.362** Regarding IA objectives 10: Air quality and 15: Energy and emissions, minor positive effects are expected as the sustainable transport effects identified above will reduce reliance on private cars and associated air pollution, in addition to greenhouse gas emissions. The fact the policy requires design guides to be aligned with characteristics and mitigative measures to ensure that new developments incorporate low carbon materials and energy efficiency technologies will also contribute towards the minor positive effect against IA objective 15.

**6.363** A minor positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity as the design guidance cited requires new development to incorporate green infrastructure, including trees into their scheme which will contribute to a strengthened biodiversity and green network

**6.364** The policy is expected to have a minor positive in relation to IA objective 12: Climate change adaptation, as it ensures climate adaptation measures such as SuDS are designed into development schemes to increase their resilience to future climatic changes such as flooding and heatwaves. This will also have a minor positive effect in relation to IA objective 13: Flood risk.

**6.365** The policy sets out water efficiency standards that all new dwellings must comply with. They limit daily water consumption to 110 litres/person which will protect and improve the availability of water resources and maintain a healthy environment. This is likely to have a significant positive effect in relation to IA objective 14: Water.

As the policy ensures that development complies with national and local design guidance, it encourages reductions in energy use and increased energy efficiency. The National Design Guide places emphasis on creating efficient and resilient buildings that follow the energy hierarchy with passive measures as well as renewable energy sources and efficient mechanical and electrical systems. The design guides also state that developments incorporate low carbon materials to reduce embodied carbon and CO2 emissions. This is expected to have a minor positive effect against IA objective 15: Energy and emissions.

**6.366** Finally, the policy is expected to have a significant positive effect on IA objective 16a: Landscape because it requires significant schemes to provide a masterplan, parameter plans and a design code in support of their application, and all schemes to be in line with national and local design guidance and codes. As a result, the guidance will ensure that schemes respect, maintain and strengthen the local character, identity and distinctiveness. The National Design Guide in particular places great emphasis on creating high quality and attractive places and buildings that respond sensitively to local identity, relating well to the local and wider culture and heritage. It also provides guidance on parameters of built form, scale and massing, making sure development considers pattern, height and materials/resources to create the best townscapes and landscapes.

## Reasonable alternatives

**6.367** No reasonable alternatives to Policy EN1: Well Designed Places were identified.

# Policy EN2: Design Criteria for New Development

**6.368** Policy EN2 sets criteria to ensure that all major development amending existing and proposing new streets and open spaces deliver high quality and sustainable streets and spaces. A minor positive effect is expected in relation to IA objective 3: Transport and utilities as the policy sets out that schemes should be designed in line with Manual for Streets and follow a specific user hierarchy. This will

ensure that streets are convenient for those walking, wheeling and cycling and integrate parking and service routes sensitively.

**6.369** A minor positive effect is also likely for IA objective 4: Deprivation as the policy sets out that all major development should create well-lit and safe walking, wheeling and cycling routes as well as active frontages particularly along key routes in encourage natural surveillance. Such high quality design is likely to help reduce levels of crime and make streets and open spaces safer for vulnerable members of the public.

**6.370** The policy is likely to have a minor positive effect in relation to IA objective 5: Equality as it requires major development to be designed in line with Manual for Streets (or any successor publications), giving priority to people over vehicles following the user hierarchy. This prioritises vulnerable people and pedestrians and also ensures that a variety of surfacing materials is utilised within shared spaces. This will foster more equal opportunity and equal access to facilities, outdoor areas and the ability to actively travel and be socially integrated.

**6.371** In setting out the criteria for safer, greener, more inclusive, quiet and cleaner streets and open spaces, the policy is likely to have a minor positive effect on IA objective 6: Health particularly in light of all major developments having to comply with the design requirements.

**6.372** The policy is expected to have a significant positive effect in relation to IA objective 9: Sustainable transport. It strongly promotes sustainable modes of transport through the requirement for all major developments to amend existing or proposed new streets and open spaces, in line with the Manual for Streets, giving priority to people over vehicles following the user hierarchy. It requires parking and service routes to be sensitively integrated through positioning behind or under development where possible and for pavements to be convenient, well-let and safe for walking, wheeling and cycling.

**6.373** The sustainable transport effects outlined above will help reduce air pollution. Therefore, a minor positive effect is expected in relation to IA objective 10: Air quality. The policy's requirement to enhance streets' and open spaces' natural assets with

green and blue infrastructure, street trees and soft landscaping will also contribute towards this minor positive effect through carbon sequestration. Promoting sustainable modes of transport will also reduce reliance on the private car and associated greenhouse gas emissions, and so a minor positive effect is also expected in relation to IA objective 15: Energy and emissions.

**6.374** A minor positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity as the policy outlines a range of design requirements for streets and open spaces to encourage landscape led masterplanning, which should integrate green and blue infrastructure assets into the site. This specifically includes development enhancing the site's existing natural assets through street trees and soft landscaping, which should be illustrated in a full public realm masterplan and also be coupled with a long-term maintenance plan.

**6.375** The policy requires all major development to enhance the site's heritage assets. Therefore, a minor positive effect is expected in relation to IA objective 16b: Historic environment. Similarly, it outlines a set of design features including hard landscaping and surfacing materials to ensure that the design of the townscape conserves and enhances the local character and public realm. Therefore, a minor positive effect is expected in relation to IA objective 16a: Landscape.

**6.376** Finally, a minor positive effect is expected against IA objective 18: Waste as the policy states that major development must consider waste and recycling storage areas and servicing routes carefully and sensitively which should be designed into schemes at an early stage.

## Reasonable alternatives

**6.377** No reasonable alternatives to Policy EN2: Design Criteria for New Development were identified.

# Policy EN3: Tall Buildings

**6.378** Policy EN3 sets out the criteria that tall building applications must follow and provides support for ‘significant tall buildings’ where they meet the criteria. The criteria require schemes to follow the principles set out in the Building for Life 12 Standard for Higher Density Schemes and be well-designed in relation to factors such as overlooking, amenity spaces, shared spaces, daylight, natural ventilation and privacy. Therefore, this policy is expected to have a minor positive effect in relation to IA objective 1: Housing as the tall buildings are likely to create high volume, well-designed units, and where designated as residential units, they will help unlock new housing for local need. However, this is coupled with a minor negative effect as these standards may make development less viable and therefore potentially limit the amount of tall residential buildings that developers can put forward

**6.379** A minor positive effect is expected in relation to IA objective 2: Economy. The policy supports proposals that deliver mixed uses of residential, public, amenity and commercial that generate footfall and contribute to a vibrant place. This has the potential to attract investment and create jobs to revitalise the local economy, local centres and high streets, particularly as tall buildings commonly contribute to an area’s reputation as a thriving place to live and work.

**6.380** The policy is expected to have a minor positive effect in relation to IA objective 4: Deprivation due to its requirement for tall building applicants to design a high quality public realm and provide active frontages, which are a form of passive surveillance and so have the potential to prevent crime. It specifies that design should not only provide high quality living conditions in line with the Building for Life Standard, but that schemes should be mixed use with generous, safe, appropriately lit and vibrant public spaces with active frontages and wider public uses at ground levels. This will ensure new developments reduce levels of crime and foster good relations between different people and the places they live and visit. Similarly, the policy is likely to have a minor positive effect on IA objective 5: Equality as the Building for Life Standards promote equality of access to a range of community amenities and overall ensure that design is inclusive and accessible to all.

**6.381** A minor positive effect is likely for IA objective 7: Social infrastructure as the policy sets out that tall building developments should aim to offer mixed use units available to the wider public, including retail, leisure, cultural, community, health and civic uses. Localised health and community infrastructure will improve access to health and social infrastructure, which may readdress health inequalities. This will also contribute minor positive effects to IA objective 6: Health. Further to this, health will be positively affected by the policy ensuring that tall buildings reduce adverse effects on the public realm in terms of overshadowing and wind, which could improve people's everyday comfort and wellbeing when interacting with the space. Furthermore, the policy protects residential amenity; access to daylight, sunlight, privacy distances and overlooking, and encourages the creation and maintenance of green infrastructure and a high quality public realm which will improve the general mental and emotional wellbeing of residents and the wider community.

**6.382** The policy is expected to have a minor positive effect in relation to the IA objective 9: Sustainable transport. This is due to the policy stating that tall buildings should be sited in suitable locations (main urban centres within walking distance to sustainable transport hubs) with good relationships with the street, movement patterns and transport facilities. They should ensure that they contribute strongly to a sense of place and assist in the legibility of an area, acting as a key landmark to help improve wayfinding and permeability. While this is likely to provide positive effects, significant tall buildings are also likely to put new pressures on the capacity of the transport system, increasing road traffic such that the current infrastructure may insufficiently support and enable the anticipated scale of growth. Therefore, the minor positive effect is coupled with a minor negative effect.

**6.383** In ensuring tall buildings are sustainably located and connected by sustainable transport options, the policy may reduce air pollution, in addition to greenhouse gas emissions. The policy is therefore expected to have minor positive effects against IA objectives 10: Air quality and 15: Energy and emissions. However, these minor positives effects are coupled with minor negative effects, as the development of tall buildings is likely to cause increased road traffic and private vehicle journeys such that there is harm to air quality, and an increase in greenhouse gas emissions.

**6.384** The policy is likely to have a minor positive effect against IA objective 11: Biodiversity and geodiversity, as it requires proposals for tall buildings to include

green infrastructure built into the design of the public realm and retained in perpetuity as well as strongly encouraging green walls and roofs. These features will provide opportunities to enhance existing habitats and provide new ones, increase urban greening and promote green links and corridors.

**6.385** The policy encourages the implementation of SuDS which are designed into the scheme early and retained in perpetuity. This is likely to have a minor positive effect against IA objective 13: Flooding and IA objective 14: Water as SuDS have the capability to reduce surface run-off rate and attenuate flood water locally to reduce flood risk. Further to this, they can also protect water quality by filtering pollutants out of run-off.

**6.386** The policy is also likely to have minor positive effects against IA objective 12: Climate change adaptation and 15: Energy and emissions. The policy text states that all proposals should be environmentally sustainable and operational. They must be energy efficient, minimise carbon emissions and be adaptable and long lasting. As a minimum, the BREEAM 'Very Good' Standard is expected. Encouraging energy efficient design, with low embodied carbon and materials that are durable and insulating will ensure communities, development and infrastructure are resilient to the future effects of climate change.

**6.387** Finally, the policy is expected to have significant positive effect in relation to IA objective 16a: Landscape and a minor positive effect against 16b: Historic environment as it provides clear text that tall building developments should create high quality landmarks which are of a suitable height, scale and massing in relation to their context. The policy goes on to state that the tall buildings should enhance skylines, views and historic setting, working to protect and preserve areas of special character and interest, plus the principal views across the area and historic skyline.

## Reasonable alternatives

**6.388** The CLAs identified the following reasonable alternative options to Policy EN3: Tall Buildings:

- **Option 1**: Have a tall building policy which only applies to Preston City Centre

**6.389** Option 1 is likely to have mixed minor positive and minor negative effects in relation to the majority of the IA objectives, as while it may provide criteria to ensure that tall buildings in Preston City Centre are well-designed in relation to factors such as overlooking, amenity spaces, daylight, natural ventilation and privacy, the policy's limited scope focusing solely on Preston City Centre, could lead to challenges in manging tall building impacts elsewhere, including in the towns of Chorley and Leyland.

**6.390** The CLAs chose to pursue the approach outlined in Policy EN3. An emerging trend towards tall buildings has begun in Preston City Centre but could continue into Chorley (and possibly Leyland) town centre(s). A strict definition of 'Tall Building' has been discounted in favour of an interpretation based upon local context. Forming strict definitions is likely to require significant character appraisal, which the councils are currently unable to resource. To assist applicants however, the policy includes guidance on what the councils consider to be 'significant' tall buildings necessitating a design review.

## Policy EN4: Amenity

**6.391** Policy EN4 seeks to protect and enhance visual and residential amenity and in doing so ensures that new developments are sited and designed such that they would not have a significant negative impact on the operation of adjacent businesses and/or facilities. Following the 'Agent of change' principle, this should ensure that businesses and facilities adjacent to development can operate as normal thereby protecting their longevity and viability. The policy is therefore expected to have a minor positive effect in relation to IA objective 2: Economy.

**6.392** The policy is also expected to have a minor positive effect in relation to IA objective 6: Health. The policy aims to protect residential amenity which includes the provision and maintenance of a good standard of daylight, sunlight, outlook, privacy and amenity for all existing and future occupants. It also ensures that new dwellings

have adequate private amenity space. Such provisions will promote high-quality housing needed for quality of life and ensure that residents' mental and physical health and wellbeing is supported.

**6.393** Finally, the policy is likely to have a significant positive effect on IA objective 16a: Landscape as the it provides guidance which seeks to protect and enhance visual amenity. It includes text which states that developments will be required to protect or enhance the character of the existing building(s) and the surrounding area with respect to design, scale, massing and materials used. This will ensure that the local character and distinctiveness of the townscapes are sensitively considered and improved through good design and appropriate building placement and use.

## Reasonable alternatives

**6.394** The CLAs identified the following reasonable alternative options to Policy EN4: Amenity:

- **Option 1**: Combine with Policy EN2: Design Criteria for New Development for general design considerations on amenity.

**6.395** Option 1 is expected to have the same effects as Policy EN2, although would contribute more to the minor positive effects against IA objectives 6: Health and 16a: Landscape than Policy EN2, as protecting and enhancing residential and visual amenity will benefit people's wellbeing and help protect and enhance the landscape/townscape, respectively.

# Policy EN5: Green Infrastructure

**6.396** Policy EN5 is expected to have a minor positive effect in relation to IA objective 6: Health as it overarchingly aims to promote quality, maintained, connected and multi-functional green infrastructure (GI) within all developments. This will support improved mental and physical health and wellbeing of the population by improving

access to nature-rich, tranquil, clean and green urban spaces. It will also decrease air and noise pollution and encourage active travel.

**6.397** The policy is expected to have a minor positive effect against IA objective 9: Sustainable transport as it promotes accessible and connected green infrastructure. Green corridors and connected features often function as safe, quiet and effective walking and cycling routes that encourage people to use their cars less.

**6.398** In prioritising green infrastructure provision, air pollution will be mitigated through carbon sequestration and interception of pollutants. Moreover, newly established and improved green corridors will potentially encourage clean and active transport options such as walking and cycling, subsequently reducing reliance on private vehicles and associated air pollution, in addition to greenhouse gas emission. Therefore, minor positive effects are expected against IA objectives 10: Air quality and 15: Energy and emissions.

**6.399** The policy will have a significant positive effect in relation to IA objective 11: Biodiversity and geodiversity. Its overarching aim is to ensure all developments prioritise the protection, functionality and quality of existing green infrastructure and requires developers to prepare a Habitat Management and Monitoring Plan to support their plans. It also places emphasis on maintaining and enhancing GI connectivity particularly in connecting new GI features which will be greatly beneficial to reducing fragmentation and promoting green links and natural corridors for local wildlife. Additionally, it specifies that development proposals should incorporate features for the benefit of local wildlife such as integrated swift bricks, bird and bat boxes, hedgerows at plot boundaries and hedgehog highways. It also ensures that where harm cannot be avoided, the NPPF mitigation hierarchy is followed to minimise harm and enforce appropriate mitigation and/or enhancement measures. The policy has allocated land for new green infrastructure provision at Harrison's Farm, Adlington which will include an extension to Adlington Cemetery, the provision of new allotments and a habitat bank for biodiversity net gain. It also allocates land to the northeast of Lostock Hall for a Central Park.

**6.400** This policy will have a minor positive effect against IA objective 12: Climate change adaptation as quality, connected and multi-functional green infrastructure

provides multiple benefits for climate adaptation, including reduced flooding risk through SuDS, increased shading during heat waves, decreased urban heat island effect, and more resilient ecosystem services to future climatic shocks. SuDS implementation and tree planting will also have a minor positive effect in relation to IA objective IA objective 13: Flooding, where surface flood risk and run-off rates are mitigated by rainwater interception, attenuation and storage.

**6.401** Finally, this policy is expected to have minor positive effects in relation to IA objectives 16a: Landscape and 16b: Historic environment as it states that development shall incorporate diverse green infrastructure that is appropriate to the local landscape and reflective and complementary of the historic character of the area.

## Reasonable alternatives

**6.402** No reasonable alternatives to Policy EN5: Green Infrastructure were identified.

# Policy EN6: Biodiversity Net Gain

**6.403** Policy EN6 sets out the statutory requirement for development proposals to deliver a minimum 10% biodiversity net gain in line with the Biodiversity Gain Hierarchy. According to the policy, habitat creation and enhancement shall be delivered in a manner of like-for-like, or better, than habitats lost or adversely effected to ensure that substantial biodiversity uplift is delivered. This will have a significant positive effect in relation to IA objective 11: Biodiversity and geodiversity.

**6.404** Additionally, a minor positive effect is expected in relation to IA objective 10: Air quality as enhanced planting and biodiversity particularly in urban spaces will increase carbon sequestration and improve air quality. This will also have a minor positive effect against IA objective 12: Climate change adaptation as increased and retained greening will improve the resilience and adaptative capacity of rural and urban landscapes in tackling the threats of climate change. This includes increased cooling and shading effects during droughts and heatwaves and increased

ecosystem resilience against future climatic shocks. It will also mitigate climate change effects through increased carbon sequestration.

## Reasonable alternatives

**6.405** The CLAs identified the following reasonable alternative options to Policy EN6: Biodiversity Net Gain:

- **Option 1**: Require higher % mandatory gain than required by the Environment Act 2021.

**6.406** Option 1 is likely to contribute more towards the significant positive effect Policy EN6 is expected to have against IA objective 11: Biodiversity and geodiversity, as it represents a more ambitious approach to creating and improving natural habitats. However, requiring a higher percentage of biodiversity net gain could make some developments unviable, hindering delivery of residential and employment development in the plan area. As such, there is potential for Option 1 to have minor negative effects in relation to IA objectives 1: Housing and 2: Economy.

**6.407** The CLAs chose to pursue the approach outlined in Policy EN6: Biodiversity Net Gain due to the following reasons. Biodiversity Net Gain (BNG) was introduced during 2024 and has been a significant legal change to the development sector which both the councils and developers are still adapting to. The off-site BNG market is also still in its infancy. A policy seeking beyond 10% is therefore considered premature.

# Policy EN7: Designated Sites for Nature Conservation

**6.408** Policy EN7 seeks to reduce any adverse impacts that developments may have on designated sites and their qualifying features. It states that developments shall aim to achieve no net loss of the ecological or conservation value of the designated sites and deliver net gain where appropriate. Additionally, it states that developments

shall protect, conserve and enhance the existing ecological network, Priority habitats and Irreplaceable Habitats. The policy is therefore expected to have a significant positive effect in relation to IA objective 11: Biodiversity and geodiversity. However, the policy also provides a set of criteria which permits significant direct or indirect harm to designated sites under certain circumstances. This includes circumstances where the benefits of the development clearly outweigh the impacts on the site and where adverse impact have been minimised, mitigated and suitably compensated for, and enhancements provided. Scenarios of biodiversity decline and harm on designated sites is therefore feasible in the context of some developments which will cause minor negative effects in relation to IA objective 11.

**6.409** A mixed minor positive and minor negative effect is likely in relation to IA objective 12: Climate change adaptation. This is due to the policy's encouragement for developments to have conservation and enhancement impacts on designated sites which has the potential to strengthen the natural environment's ability to cope with climate change. However, under the specific circumstances where direct and indirect harm to designated sites is permitted, erosion of the natural environment and a decline in its quality and health will result in a weaker capacity to tackle climate change issues.

## Reasonable alternatives

**6.410** No reasonable alternatives to Policy EN7: Designated Sites for Nature Conservation were identified.

# Policy EN8: Trees, Woodlands and Hedgerows

**6.411** Policy EN8 aims to retain, protect, improve and expand existing tree, woodland and hedgerow cover. In doing so, it sets out overriding principles for development proposals that will ensure habitats are conserved and enhanced where relevant. It also provides guidance for mitigating loss and degradation. It sets out that any tree loss must be replaced at a ratio of 2 trees per 1 loss and any hedgerow less shall be compensated with equal or greater length of hedgerow. This will support new

creation of habitat and potentially create higher-quality, more connected and multi-functional nature. Therefore, a significant positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity.

**6.412** In encouraging conservation and greater provision of trees, woodlands and hedgerows this policy is expected to have a minor positive effect against IA objective 12: Climate change adaptation. Increased tree and hedgerow cover will strengthen the natural environment by providing more habitats, foraging material and green corridors for wildlife, making them more adaptable to climatic changes and extreme weather events. Similarly, increased shading and greenhouse gas absorption benefits will help to make communities more resilient to the effects of climate change.

**6.413** This policy is also expected to have minor positive effects in relation to IA objectives 10: Air quality and 15: Energy and emissions, as air quality will be improved where tree, woodland and hedgerow cover is expanded due to increased sequestration of pollutants, in addition to carbon and other greenhouse gas emissions.

## Reasonable alternatives

**6.414** No reasonable alternatives to Policy EN8: Trees, Woodlands and Hedgerows were identified.

# Policy EN9: Species Protection

**6.415** Policy EN9 is expected to have a significant positive effect against IA objective 11: Biodiversity and geodiversity as its overarching aim is to restrict development that will cause significant harm to and/or compromise the conservation status of legally protected species and priority species. It states that development design must actively protect and enhance habitat connectivity and ecological corridors, implementing habitat and species enhancement strategies. This includes considerate and limited use of lighting to avoid light spill onto ecological corridors. It requires an Ecological Appraisal to be submitted to explain the avoidance, mitigation,

compensation and enhancement for species, where appropriate. However, this positive effect is coupled with a minor negative effect as the policy sets out criteria for circumstances in which development that will cause harm or compromises to protected species will be permitted. These include circumstances where the necessity and benefits of the development outweigh the impacts on the protected species and where it can be demonstrated that the harm cannot be avoided but will be compensated/mitigated. Therefore, certain developments may indeed cause direct harm to protected species.

## Reasonable alternatives

**6.416** No reasonable alternatives to Policy EN9: Species Protection were identified.

# Policy EN10: Development and Flood Risk

**6.417** Ensuring that development, in particular residential development, is not located in a flood risk zone or does not increase flood risk off-site or elsewhere, can benefit people's wellbeing, particularly mentally, in that they don't need to worry about the repercussions that flooding can have emotionally, financially and physically. Therefore, a minor positive effect is expected in relation to IA objective 6: Health.

**6.418** Policy EN10 sets out a range of requirements for development proposals to align themselves with in order to minimise flood risk and protect the water quality of watercourses. The policy states that development shall avoid areas at higher risk of flooding from all sources accounting for the current and future impacts of climate change. Therefore, a minor positive effect is expected for IA objective 12: Climate Change adaptation.

**6.419** The policy is also likely to have minor positive effects against IA objectives 11: Biodiversity and geodiversity and 13: Water as it requires development proposals to have no adverse effect on the capacity or water quality of any watercourse or

floodplain. This will ensure the protection and conservation of a healthy water environment for aquatic ecosystems.

**6.420** Finally, the policy is expected to have a significant positive effect in relation to IA objective 13: Flood risk. The policy provides extensive guidance to prevent inappropriate development taking place within flood risk areas. It ensures developments provide sufficient access for future maintenance and repair of flood defence infrastructure plus, it states that development must not increase flood risk off-site. Furthermore, it requires developments to incorporate flood resistance or resilience measures so to protect existing infrastructure from future impacts of climate change.

## Reasonable alternatives

**6.421** The CLAs identified the following reasonable alternative options to Policy EN10: Development and Flood Risk:

- **Option 1**: Develop new policy combining all water/flooding policies in one.

**6.422** Option 1 would result in the same effects as Policy EN10, as it is assumed that the wording would remain the same but would be presented as a much broader/longer policy that covers development and flood risk, water resource management and protecting groundwater source protection zones.

**6.423** The CLAs chose to pursue the approach outlined in Policy EN10, as developing a policy that combined all of the water/flooding policies in one was ruled out by the CLAs' colleagues at the Environment Agency, United Utilities and the Lead Local Flood Authority (Lancashire County Council).

# Policy EN11: Water Resource Management

**6.424** Policy EN11 provides guidance for the incorporation of sustainable drainage systems (SuDS) in development proposals. This will have a minor positive effect against IA objective 12: Climate change adaptation as effective SuDS implementation will reduce peak run-off rates and increase rain and stormwater storage during high rainfall events thereby ensuring that developments are more resilient and adaptable to future climate change risk.

**6.425** The policy will have minor positive effects in relation to IA objectives 11: Biodiversity and geodiversity and 14: Water, as it sets out that multi-functional sustainable drainage systems should provide water quantity, water quality, amenity, and biodiversity benefits. This will ensure that the quality of water resources is protected and improved and also provide local wildlife and nature with new green areas and links which can act as important habitats.

**6.426** Finally, this policy is likely to have a significant positive effect in relation to IA objective 13: Flood risk. The overarching aim of the policy is to ensure that developments on both greenfield and brownfield land incorporate SuDS into their design so that surface water run-off and any nearby fluvial flood risk is managed on-site. It requires proposals to demonstrate how they will achieve specific run-off metrics for both greenfield and brownfield sites in line with CIRCA SuDS Manual (C752) and states that where these rates and volumes cannot be achieved, 30% betterment must be proposed and verified by a drainage approving body.

## Reasonable alternatives

**6.427** The CLAs identified the following reasonable alternative options to Policy EN11: Water Resource Management:

- **Option 1**: Develop new policy combining all water/flooding policies in one.

**6.428** Option 1 would result in the same effects as Policy EN11, as it is assumed that the wording would remain the same but would be presented as a much broader/longer policy that covers development and flood risk, water resource management and protecting groundwater source protection zones.

**6.429** The CLAs chose to pursue the approach outlined in Policy EN11, as developing a policy that combined all of the water/flooding policies in one was ruled out by the CLAs' colleagues at the Environment Agency, United Utilities and the Lead Local Flood Authority (Lancashire County Council).

## Policy EN12: Protecting Groundwater Source Protection Zones

**6.430** Policy EN12 is expected to have a minor positive effect in relation to IA objective 3: Transport and utilities. The policy states that new development must consider effective and efficient disposal of wastewater, which will ensure that surface water flood risk is minimised as existing sewage utilities are able to manage increasing wastewater into the system. This will also ensure that groundwater quality and quantity is not detrimentally impacted by water run-off into nearby waterways, ensuring that local areas are sufficiently supplied with clean water.

**6.431** The policy will also have minor positive effect in relation to IA objective 11: Biodiversity and geodiversity as it requires new development to not have a detrimental impact on nearby waterways and seek to protect and improve the quality of rivers where possible. This will have beneficial effects for the health of marine wildlife and aquatic ecosystems as a whole.

**6.432** The policy is expected to have a significant positive effect against IA objective 14: Water. The policy will ensure new developments' compliance with the latest national guidance on groundwater protection so that they have no detrimental impact on groundwater quantity and quality caused by water run-off into local waterways. It also requires new development to seek to increase water availability and protect and improve the quality of rivers and groundwater where possible. Where necessary,

proposals must include a risk assessment to show that there will be no unacceptable impact on the groundwater environment and public water supply.

**6.433** Finally, a minor positive effect is expected against IA objective 18: Waste as it requires development proposals to consider effective and efficient disposal of wastewater and also seek to increase water availability and protect and improve the quality of rivers and groundwater which will support the sustainable use of physical resources.

## Reasonable alternatives

**6.434** The CLAs identified the following reasonable alternative options to Policy EN12: Protecting Groundwater Source Protection Zones:

- **Option 1**: Develop new policy combining all water/flooding policies in one.

**6.435** Option 1 would result in the same effects as Policy EN12, as it is assumed that the wording would remain the same but would be presented as a much broader/longer policy that covers development and flood risk, water resource management and protecting groundwater source protection zones.

**6.436** The CLAs chose to pursue the approach outlined in Policy EN12, as developing a policy that combined all of the water/flooding policies in one was ruled out by the CLAs' colleagues at the Environment Agency, United Utilities and the Lead Local Flood Authority (Lancashire County Council).

# Policy EN13: Heritage Assets and Archaeology

**6.437** Policy EN13 sets out guidance for proposals affecting heritage assets to follow. It requires proposals to conserve, enhance or better reveal the significance of the asset (including its setting) giving specific consideration to the siting/location, scale/height, layout and materials, and the re-instatement, repair and/or revealing of

features, elements and historic fabric, which contribute to the asset's significance and/or character and appearance. It also requires proposals to be accompanied by a suitably detailed Heritage Statement providing an understanding of the asset's significance and explaining the impact of the proposal on the asset's significance. While the policy does provide exceptional circumstances where loss or harm to a designated asset will be accepted, this is not considered to have any negative effects as the circumstances are stringently set and also require the lost asset to be fully recorded and archived with the Lancashire Historic Environment Record. The policy is therefore expected to have a significant positive effect in relation to IA objective 16b: Historic environment. A minor positive effect is expected against IA objective 16a: Landscape, as the policy will help to conserve and enhance townscapes and ensure new development respects, maintains and strengthens local character, identity and distinctiveness.

## Reasonable alternatives

**6.438** No reasonable alternatives to Policy EN13: Heritage Assets and Archaeology were identified.

# Policy EN14: Environmental Quality

**6.439** Policy EN14 is expected to have a minor positive effect in relation to IA objective 6: Health as it ensures that development does not cause deterioration to air quality or subject occupiers/users to inappropriate noise and vibration and emit excessive levels of artificial light, odour and / or dust. This ensures that the physical and mental wellbeing of local communities is conserved.

**6.440** Policy EN14 requires development proposals to ascribe to a set of constraints in order to ensure that they minimise and mitigate pollution resulting from development construction and any continued operations. They ensure that developments shall not cause deterioration to air quality or introduce uses sensitive to air pollution into areas of existing poor air quality. Resultingly, a minor positive

effect is expected in relation to IA objective 10: Air quality as well as a minor positive effect in relation to IA objective 11: Biodiversity and geodiversity.

**6.441** The policy ensures that development shall only be built on contaminated land when it has been satisfactorily remediated and can demonstrate it will not result in significant harm to soil quality. As a result, a minor positive effect is expected in relation to IA objective 17: Resources.

## Reasonable alternatives

**6.442** No reasonable alternatives to Policy EN14: Environmental Quality were identified.

# Policy EN15: Areas of Green Belt

**6.443** Policy EN15 allows limited affordable housing development within the Green Belt (e.g. rural exception sites), which supports local community needs. This contributes towards meeting the housing needs of specific groups. Therefore, a minor positive effect is expected in relation to IA objective 1: Housing. However, the restriction of residential development to limited infilling or affordable housing may hinder opportunities to address wider housing needs. Additionally, constraints on larger-scale development could prevent the delivery of schemes that deliver a diverse mix of housing types and tenures in rural areas. As a result, the minor positive effect is coupled with a minor negative effect against IA objective 1: Housing. For these reasons, mixed minor positive and minor negative effects are also expected in relation to IA objectives 4: Deprivation and 5: Equality.

**6.444** Policy EN15 acknowledges the potential for expansion of major industrial/employment sites within the Green Belt, provided very special circumstances can be demonstrated. This would support job creation. However, the strict criteria for development in the Green Belt may limit opportunities for new employment land, potentially constraining economic growth. As a result, a mixed

minor positive and minor negative effect is expected in relation to IA objective 2: Economy.

**6.445** Policy EN15 protects open spaces, promoting physical and mental wellbeing by safeguarding access to the natural environment and further supports community-focused development, including cemeteries, recreational facilities and allotments. As a result, a minor positive effect is expected in relation to IA objectives 6: Health and 7: Social infrastructure. However, the policy requires proposals for outdoor sport, outdoor recreation and allotments in the Green Belt to undertake Green Belt Assessment, which could hinder this type of development. Therefore, the minor positive effects against IA objectives 6 and 7 are coupled with minor negative effects.

**6.446** The Green Belt's primary function to prevent urban sprawl directly supports the objective of maintaining and improving the character of open spaces, rural landscapes and protected areas. Additionally, Policy EC15's requirement for proposals to demonstrate their impact on openness and Green Belt purposes ensures that new development respects and maintains the visual and spatial quality of Central Lancashire's landscapes. As a result, a significant positive effect is expected in relation to IA objective 16a: Landscape.

**6.447** Policy EC15's emphasis on reusing brownfield sites within the Green Belt aligns with sustainable land use. As a result, a minor positive effect is expected in relation to IA objective 17: Resources.

## Reasonable alternatives

**6.448** No reasonable alternatives to Policy EN15: Areas of Green Belt were identified.

# Policy EN16: Protection of Agricultural Land

**6.449** Policy EN16 is expected to have a minor negative effect in relation to IA objective 1: Housing, as the policy restricts development on best and most versatile

agricultural land unless an Agricultural Land Classification Report can demonstrate that there is an overriding need for development. This may constrain the amount of land available to housing allocations thereby reducing housing delivery.

**6.450** The policy is, however, expected to have a minor positive effect against IA objective 2: Economy. The policy strongly protects best and most versatile agricultural land from development ensuring that the rural economy is supported. It also ensures that severance/fragmentation of viable farm holdings is avoided wherever possible such that operations can continue as normal. However, this positive effect is coupled with a minor negative effect as by limiting development on best and most versatile agricultural land, the policy is constraining the amount of land available to employment allocation.

**6.451** Finally, the policy is expected to have a significant positive effect against IA objective 17: Resources as it overarchingly ensures that agricultural land resource is used in an efficient and sustainable manner to uphold agricultural practices through protecting best and most versatile agricultural land / soil resources from inappropriate development. It requires proposals that would result in the loss of 0.5ha or more of best and most versatile agricultural land to submit an Agricultural Land Classification Report to demonstrate an overriding need for the development and that it cannot be sited on a lower grade of agricultural land. Where the need for development is demonstrated, with the benefits of development outweighing the impacts of the economic and other land benefits, the policy requires development to take up the minimum land required and minimise impacts through appropriate design solutions.

## Reasonable alternatives

**6.452** No reasonable alternatives to Policy EN16: Protection of Agricultural Land were identified.

# Policy EN17: Development in the Open Countryside

**6.453** Policy EN17 is expected to have a minor positive effect in relation to IA objective 1: Housing, as it sets out the circumstances in which development of rural housing exception initiatives will be accepted. Therefore, it will contribute towards housing delivery. However, the effect is coupled with a minor negative effect, as the policy restricts all other types of housing development in the Open Countryside. Therefore, the policy also limits the amount of residential development that comes forward.

**6.454** A mixed minor positive and minor negative effect is also expected in relation to IA objective 2: Economy. This is due to the fact that while the policy supports development of rural worker's dwellings in the Open Countryside such that associated agricultural practices can continue and expand, it also limits development from taking place in the Open Countryside.

**6.455** Policy EN17 is likely to have a minor positive effect against IA objective 3: Transport and utilities as it states that development proposals in the Open Countryside can include local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure. This will ensure that there is sufficient coverage and capacity of transport connectivity and digital infrastructure and utilities to support and enable anticipated growth.

**6.456** The policy is also expected to have a minor positive effect against IA objective 6: Health, as it includes facilities for outdoor sport and outdoor recreation within the limited developed permitted in the Open Countryside. This will help provide access to and improve provision of outdoor recreation, which will support improved mental and physical health and wellbeing of the population.

**6.457** A minor positive effect is expected against IA objective 16a: Landscape, as the policy states that all of the development proposals permitted in the Open Countryside will only be acceptable where they do not have a harmful effect on the character of

the countryside. Further to this, the replacement, conversion or re-use of an existing building will only be acceptable where it is of a similar size and scale, within the same curtilage and of a design in keeping with the locality.

**6.458** A minor positive effect is likely in relation to IA objective 17: Resources, as the policy limits development proposals that will be acceptable in Open Countryside, outside of settlement boundaries and Areas of Separation to a defined list so as to limit development on greenfield, rural land. Therefore, development on brownfield or previously developed land is encouraged. It also encourages the replacement, conversion or re-use of existing buildings.

## Reasonable alternatives

**6.459** The CLAs identified the following reasonable alternative options to Policy EN7: Development in the Open Countryside:

- **Option 1**: Rely just on the spatial strategy to control development in the countryside.

**6.460** Under Option 1, it is possible that a planning application could be submitted for development of a site not allocated in the Local Plan. However, the fact the location of the site may not align with the spatial strategy may not be enough to prevent its development. It is therefore likely that under this option, development could come forward in the countryside. As such, although this has the potential to contribute to residential and employment development, with minor positive effects against IA objective 1: Housing and 2: Economy, countryside locations are not particularly sustainable and could increase reliance on the private car and associated air pollution and greenhouse gas emissions. Therefore, Option 1 could have minor negative effects in relation to IA objectives 3: Transport and utilities, 6: Health, 9: Sustainable transport, 10: Air quality and 15: Energy and emissions. Uncontrolled development in the countryside could also have adverse effects on the landscape and historic environment and so minor negative effects are expected in relation to IA objectives 16a: Landscape and 16b: Historic environment.

**6.461** The CLAs chose to pursue the approach outlined in Policy EN17, as the spatial strategy cannot cover the detail required for development in the countryside.

## Policy EN18: Areas of Separation

**6.462** Policy EN18 is expected to have a minor positive effect against IA objective 11: Biodiversity and geodiversity due to it preservation of countryside and greenfield land. This will maintain important biodiversity habitat features including tree lines, hedgerows and open fields that support the local wildlife and ecological systems.

**6.463** The policy is expected to have a significant positive effect in relation to IA objective 16a: Landscape. This is because the policy overarchingly aims to prevent coalescence of neighbouring settlements. In doing so, it will protect the visual separation of settlements and prevent any development which will have a detrimental urbanising effect on the character of the open countryside or the identity of settlements.

**6.464** A minor positive effect is likely against IA objective 17: Resources. This is due to the policy ensuring that development is located in centrally and in more brownfield locations to protect encroachment onto rural, agriculturally versatile land.

### Reasonable alternatives

**6.465** No reasonable alternatives to Policy EN18: Areas of Separation were identified.

## Policy EN19: Landscape Character

**6.466** The policy is expected to have a significant positive effect in relation to IA objective 16a: Landscape. The policy's core aim is to ensure development is sensitive to its landscape setting, retaining and enhancing the distinctive qualities of

the landscape. This also includes protecting key public views and vistas, some of which importantly contribute integrity of settlements and key landscape features.

## Reasonable alternatives

**6.467** No reasonable alternatives to Policy EN19: Landscape Character.

# Recommendations for the high quality environment policies

- Policy EN1: Well Designed Places could be updated to refer to ‘Building for a Healthy Life’, which is the new name of ‘Building for Life’.
- Policy EN2: Design Criteria for New Development could add additional text to emphasise the importance of designing climate resilient streets and open spaces, and note the importance of SuDS and heat/drought resistant plants.
- Policy EN3: Tall Buildings could include further requirements for the tall buildings to be built on brownfield land, promoting the reuse of existing or derelict land.
- Policy EN3 could also provide text promoting waste prevention and minimisation (circular economy) as well as sustainable use of local physical resources in the construction of new developments.
- Policy EN3 could highlight the importance of minimising embodied carbon.
- Policy EN5: Green Infrastructure could reference SuDS to strengthen positive effects on flood risk objectives.
- Policy EN11: Water Resource Management could ensure that developers secure appropriate maintenance and management of sustainable drainage systems to ensure they function effectively and efficiently
- Policy EN12: Protecting Groundwater Source Protection Zones could include requirements in relation to securing management of groundwater protection

measure so that long-term compliance with the policy is secured through routine management practices.

- Policy EN13: Heritage Assets and Archaeology could include stronger wording in relation to the protection of existing, newly discovered and potential/undiscovered/unidentified archaeological material/sites.
- Policy EN14: Environmental Quality could strengthen its positive impact on IA objective 10: Air quality by explicitly setting out restrictions for Air Quality Management Areas within the policy text rather than just in the justification text.
- Policy EN19: Landscape Character could explicitly highlight the heritage importance of conserving and enhancing some of the landscape features, views and vistas.

# Climate change and sustainable energy

**6.468** The likely effects of the climate change and sustainable energy policies are presented in **Table 6.31** and described below the table.

### Table 6.31: Likely effects of the climate change and sustainable energy policies

| IA objective | CC1 | CC2 | CC3 |
|---|---|---|---|
| IA1: Housing | + | 0 | + |
| IA2: Economy | + | 0 | + |
| IA3: Transport and utilities | + | 0 | 0 |
| IA4: Deprivation | + | 0 | 0 |
| IA5: Equality | 0 | 0 | 0 |
| IA6: Health | + | + | 0 |
| IA7: Social infrastructure | 0 | 0 | 0 |

| IA objective | CC1 | CC2 | CC3 |
|---|---|---|---|
| IA8: Education | 0 | 0 | 0 |
| IA9: Sustainable transport | + | 0 | + |
| IA10: Air quality | + | 0 | + |
| IA11: Biodiversity and geodiversity | + | + | + |
| IA12: Climate change adaptation | ++ | + | + |
| IA13: Flood risk | + | 0 | 0 |
| IA14: Water | + | 0 | + |
| IA15: Energy and emissions | ++ | ++ | ++ |
| IA16a: Landscape | 0 | + | 0 |
| IA16b: Historic environment | 0 | + | 0 |
| IA17: Resources | 0 | 0 | + |
| IA18: Waste | + | 0 | 0 |

# Policy CC1 (Strategic Policy): Climate Change

**6.469** Policy CC1 is expected to have a minor positive effect against IA objective 1: Housing, as it ensures that developments, including residential developments, address and reduce climate related risks through adaption measures in order to increase the resilience of communities and infrastructure to climate change. It therefore ensures that a safe and sufficient housing supply is secured in the long-term.

**6.470** Policy CC1 seeks to address and reduce climate related risks through adaptation measures where appropriate in order to improve the resilience of businesses and infrastructure. This will support economic growth in the future by ensuring businesses are resilient to the effects of climate change and therefore a minor positive effect is expected in relation to IA objective 2: Economy.

**6.471** According to Policy CC1, active travel and the use of public transport will be promoted. This will help reduce pressure on existing transport infrastructure and therefore a minor positive effect is expected in relation to IA objective 3: Transport and utilities. Promoting active travel and the use of public transport may also ensure greater access for those who may not otherwise have good access to areas where services and facilities are located, and so a minor positive effect is also expected in relation to IA objective 4: Deprivation.

**6.472** The policy is expected to have a minor positive effect against IA objective 6: Health, as it promotes active travel which will encourage more active lifestyles which benefits people's mental and physical health. It also promotes integrated green and blue infrastructure which will fulfil a range of functions including urban cooling, air quality improvement and flood risk management, while also creating quieter, more tranquil places. This will support improved mental and physical health and help reduce health inequalities.

**6.473** A minor positive effect is expected in relation to IA objective 9: Sustainable transport, as the policy requires development proposals to mitigate climate change through minimising the need to travel and car dependency, through promoting active travel and the use of public transport, and by providing infrastructure to support the transition to zero and low carbon vehicles.

**6.474** A minor positive effect is also expected against IA objective 10: Air quality. The sustainable transport effects outlined above will reduce the use of conventional fuel vehicles and their associated pollutants leading to cleaner air for the community. The integration of green and blue infrastructure and nature-based solutions will sequester carbon emissions to also improve air quality.

**6.475** The policy is likely to have a minor positive effect in relation to IA objective 11: Biodiversity and geodiversity as it requires development proposals to address and reduce climate related risks through adaption measures in order to increase the resilience of the natural environment. It prioritises the use of nature-based solutions to help to protect and restore natural environmental assets. It also ensures that green and blue infrastructure types are integrated into developments to attain sound climate

change adaptation which will enhance, conserve and provide new habitats and wildlife.

**6.476** The policy is expected to have a significant positive effect against IA objective 12: Climate change adaptation as it ensures that development proposals, public realm and infrastructure improvements maximise opportunities to be designed, constructed and operated to address climate change risk through adaptation measures. The policy highlights that developments should improve the resilience of communities, businesses, infrastructure, and the natural environment to climate change impacts such as flood risk, urban heating and biodiversity decline through integrated green and blue infrastructure and nature-based solutions.

**6.477** The policy is expected to have a minor positive effect in relation to IA objective 13: Flood risk as it requires developments to include green and blue infrastructure to address flood risk management and sustainable drainage.

**6.478** A minor positive effect is likely against IA objective 14: Water as the policy requires developments to address the mitigation of climate change by minimising water use and maximising resource efficiency, in addition to sustainable drainage systems that will help store water and protect its quality. This will help to protect and improve the quality and availability of water resources.

**6.479** The policy is expected to have a significant positive effect in relation to IA objective 15: Energy and emissions. The policy outlines that development proposals, public realm and infrastructure improvements should maximise opportunities to be designed, constructed and operated to address the mitigation of climate change. It sets out that they should achieve this by reducing greenhouse gas emissions, minimising energy use and whole life carbon impacts, providing carbon storage and sequestration through nature-based solutions and maximising renewable and low carbon energy generation. The policy also requires major development proposals to include an Energy Statement to demonstrate how the net zero greenhouse gas emissions targets will be met. The carbon emissions should be calculated through a nationally recognised Whole Life-Cycle Carbon Assessment, demonstrating actions taken to reduce life-cycle carbon emissions.

**6.480** Finally, a minor positive effect is expected against IA objective 18: Waste as the policy states that developments should encourage waste minimisation and prevention, maximise resource efficiency and promote a circular economy.

## Reasonable alternatives

**6.481** No reasonable alternatives to Policy CC1: Climate Change were identified.

# Policy CC2: Renewable Energy Generation and District Heating Networks

**6.482** According to Policy CC2, proposals for renewable and low carbon energy generating development, and related enabling infrastructure and storage facilities will be supported where they avoid or can satisfactorily mitigate unacceptable impacts arising from the construction and operation of the development on local communities. This has the potential to protect residential amenity and so a minor positive effect is expected in relation to IA objective 6: Health. Furthermore, the policy states that development must direct local community benefits over the period of development. It is uncertain what these benefits will be, but it is expected that they will have beneficial effects on people's wellbeing.

**6.483** Policy CC2 is expected to have minor positive effects against IA objectives 11: Biodiversity and geodiversity, 16a: Landscape and 16b: Historic environment, as it states that proposals for renewable and low carbon energy generating development will not be supported if construction and operation of the development unacceptably impacts the natural, built and historic environment. Further to this, the policy requires there to be plans and mechanisms in place for the removal of infrastructure and restoration of sites, should facilities cease to be operational. These measures are expected to return the environment to how it was prior to development.

**6.484** The policy is also expected to have a minor positive effect in relation to IA objective 12: Climate change adaptation. This is due to the policy supporting

community led renewable energy initiatives, small scale on-site renewable energy generation and district heating and energy networks, all of which make the region more resilient to climate change related shocks as it is less reliant on fossil fuel based energy networks.

**6.485** Finally, the policy is likely to have a significant positive effect in relation to IA objective 15: Energy and emissions. The policy supports proposals that deliver different types of low-carbon and renewable energy production modes. It supports community-led schemes as well as district and combined heating and energy local networks and small-scale on-site schemes for domestic residential and commercial development purposes.

## Reasonable alternatives

**6.486** No reasonable alternatives to Policy CC2: Renewable Energy Generation and District Heating Networks were identified.

# Policy CC3: Reducing Energy Consumption

**6.487** Policy CC3 is expected to have minor positive effects in relation to IA objectives 1: Housing and 2: Economy, as it supports the provision of energy efficient and resilient buildings, which will help ensure that residential and employment development is energy efficient and resilient. It states that development should use low-carbon design, layout, orientation, and building materials to prevent building overheating and increase resource efficiency.

**6.488** A minor positive effect is expected in relation to IA objective 10: Air quality as the policy supports and encourages reductions in carbon emissions from existing buildings as well as ensuring new developments utilise low-carbon energy, which can contribute to air pollution. Furthermore, the policy supports a network of public and private electric vehicle charging facilities across Central Lancashire which will improve air quality due to decreased emissions from conventional car use. This will also have a minor positive effect against IA objective 9: Sustainable transport as the

promotion of electric vehicles provides a more sustainable option to conventional fuel vehicles.

**6.489** The policy requires development proposals to include green and blue infrastructure, including tree planting such that they prevent buildings overheating and support a reduction of urban heat temperatures. This will provide and enhance green links and natural corridors for local biodiversity. Therefore, a minor positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity.

**6.490** A minor positive effect is also likely against IA objective 12: Climate change adaptation. In encouraging tree planting and green and blue infrastructure, the area will benefit from carbon sequestration and shading effects making it more adaptable to climate change implications.

**6.491** In relation to IA objective 14: Water, a minor positive effect is expected due to the policy supporting development proposals which minimise the consumption of water and maximise water efficiency.

**6.492** A significant positive effect is expected in relation to IA objective 15: Energy and emissions as the policy ultimately aims to minimise energy consumption and maximise low-carbon energy and energy efficiency. It specifically states that natural ‘passive’ and ‘fabric-first’ measures should be prioritised to reduce energy use and also supports a move away from conventional fuel vehicles through a network or public and private electric car charging points. This will minimise greenhouse gas emissions associated with conventional car use.

**6.493** Finally, a minor positive effect is likely against IA objective 17: Resources as the policy states that development proposals that involve substantial demolition should demonstrate that it is not possible to retain, adapt and re-use the existing building. In this way, it ensures that redevelopment of brownfield/previously developed land, properties, buildings and infrastructure is prioritised.

## Reasonable alternatives

**6.494** No reasonable alternatives to Policy CC3: Reducing Energy Consumption were identified.

## Recommendations for the climate change and sustainable energy policies

- Policy CC1: Climate Change could specify different types of climate change adaptation measures, in addition to nature-based solutions.
- Policy CC2: Renewable Energy Generation and District Heating Networks could specify what direct local community benefits should be provided.

# Sustainable travel

**6.495** The likely effects of the sustainable travel policies are presented below in **Table 6.32** and described below the table.

### Table 6.32: Likely effects of the sustainable travel policies

| IA objective | ST1 | ST2 | ST3 |
|---|---|---|---|
| IA1: Housing | - | 0 | 0 |
| IA2: Economy | - | 0 | 0 |
| IA3: Transport and utilities | ++ | ++ | + |
| IA4: Deprivation | + | 0 | 0 |
| IA5: Equality | + | + | 0 |
| IA6: Health | + | + | 0 |

| IA objective | ST1 | ST2 | ST3 |
|---|---|---|---|
| IA7: Social infrastructure | + | + | 0 |
| IA8: Education | + | 0 | 0 |
| IA9: Sustainable transport | +/- | ++ | + |
| IA10: Air quality | +/- | + | 0 |
| IA11: Biodiversity and geodiversity | 0 | 0 | 0 |
| IA12: Climate change adaptation | 0 | 0 | 0 |
| IA13: Flood risk | 0 | 0 | 0 |
| IA14: Water | 0 | 0 | 0 |
| IA15: Energy and emissions | +/- | 0 | 0 |
| IA16a: Landscape | 0 | 0 | 0 |
| IA16b: Historic environment | 0 | 0 | 0 |
| IA17: Resources | - | 0 | 0 |
| IA18: Waste | 0 | + | 0 |

## Policy ST1 (Strategic Policy): Strategic Transport Priorities

**6.496** Policy ST1 is expected to have minor negative effects against IA objectives 1: Housing, 2: Economy and 7: Resources due to it safeguarding land beyond highways from development which may restrict the supply of residential and employment land. The policy also states that contributions may be sought from major development to support the implementation of transport projects which may cause viability concerns around the delivery of housing schemes.

**6.497** A significant positive effect is expected in relation to IA objective 3: Transport and utilities as the policy ensures that there is sufficient coverage and capacity of

transport to support development and growth. It specifically supports the delivery of transport infrastructure projects as identified within the Central Lancashire Infrastructure Delivery Plan, Local Transport Plan and Central Lancashire Highways and Transport Masterplan. The policy also supports improved transport connectivity and versatility by supporting the Local Walking and Cycling Infrastructure Plans, Bus Service Improvement Plan and Public Rights of Way Improvement Plan.

**6.498** Minor positive effects are expected against IA objectives 4: Deprivation and 5: Equality as supporting the provision and growth of multiple modes of transport will promote equality of opportunity and access to facilities, infrastructure and employment for all, including those who may not otherwise have easy access.

**6.499** The policy is also likely to have a minor positive effect against IA objective 6: Health due to it promoting the infrastructure plans for improved walking and cycling and Public Rights of Way (PRoW) across the region. This is expected to increase people's likelihood of actively travelling which will benefit their mental and physical health through more active lifestyles.

**6.500** A minor positive effect is expected against IA objectives 7: Social infrastructure and 8: Education as the policy is likely to improve accessibility to services and facilities, including social infrastructure and educational establishments, regardless of socio-economic status due to the way it supports projects across a range of transport plans and options.

**6.501** A minor positive effect is expected against IA objective 9: Sustainable transport, as the policy supports projects identified within the Local Cycling and Walking Infrastructure Plans, Bus Service Improvement Plan and Public Rights of Way Improvement Plan. These plans will develop better networks for sustainable and active modes of transport, including promoting cycling and walking for shorter journeys and PRoWs for recreation. However, the minor positive effect is coupled with a minor negative effect, as it is likely the policy will also support the road network through junction improvements and so could potentially encourage private car use.

**6.502** The policy is likely to have a mixed minor positive and minor negative effect in relation to IA objective 10: Air quality. A positive effect is expected due to the policy

supporting the Local Cycling and Walking Infrastructure Plans which will encourage people to choose green and active transport modes that reduce reliance on private motor vehicles that emit pollutants. However, a negative effect is expected as the policy will support the delivery of new transport networks which have the potential to encourage private car use and therefore increase the amount or car-related air pollution. However, it is anticipated that improvements may help reduce congestion and associated air pollution.

**6.503** Finally, a mixed minor positive effect and minor negative effect is expected in relation to IA objective 15: Energy and emissions. Similarly with the sustainable transport and air quality objectives outlined above, the policy is likely to have mixed effects in that by supporting sustainable transport options such as cycling and walking, transport-related greenhouse gas emissions will be reduced. However, growth and delivery of new transport infrastructure, in particular roads and highways, is likely to increase private car journeys and their associated emissions.

## Reasonable alternatives

**6.504** No reasonable alternatives to Policy ST1: Strategic Transport Priorities were identified.

# Policy ST2: Sustainable and Active Travel

**6.505** Policy ST2's overarching text sets out that development should contribute towards delivery of a sustainable transport network, prioritising active travel and reducing reliance upon private motor vehicles. It provides a list of criteria that development should follow in regard to active travel. It states that existing footpaths, public rights of way, permissive paths and cycleways should be retained and expanded where opportunities to create new active travel routes and connections arise. It also states that new walking and cycling pathways should integrate with public transport and link urban areas with the countryside. The policy is therefore expected to have a significant positive effect in relation to IA objective 9: Sustainable transport.

**6.506** Minor positive effects are expected in relation to IA objectives 5: Equality, 6: Health and 7: Social infrastructure. This is due to the policy's specific emphasis on making new, enhanced and retained active travel routes that facilitate wayfinding and meet disabled people's needs, as well as connected safely to nearby social infrastructure such as commercial, retail, educational and leisure facilities. This will ensure that communities have greater access and equal opportunity to social infrastructure, encouraging more healthy lifestyles. Additionally, it states that new development should ensure the needs of disabled people are fully provided for, including those reliant on community transport services

**6.507** With a core focus on reducing reliance on private cars and promoting clean travel options, the policy is likely to reduce levels of air pollution and therefore has a minor positive effect against IA objective 10: Air quality.

**6.508** The policy's guidance in relation to highways ensures that new development provides safe access to/from the site for all highway users, incorporating safe internal movement and appropriate facilities for servicing, refuse collection, and emergency vehicles. It also helps ensure there are no unacceptable detrimental impacts on the highway network in terms of congestion and capacity, and that any traffic generated by development is appropriate to the type and nature of the routes available and that there is no adverse impact on the local community. A significant positive effect is therefore expected in relation to IA objective 3: Transport and utilities.

**6.509** Finally, a minor positive effect is expected in relation to IA objective 18: Waste as the policy states that development shall ensure that refuse services are provided safely and appropriately.

## Reasonable alternatives

**6.510** No reasonable alternatives to Policy ST2: Sustainable and Active Travel were identified.

# Policy ST3: Parking Standards

**6.511** Policy ST3 is expected to have minor positive effects in relation to IA objectives 3: Transport and utilities and 9: Sustainable transport. This is because it requires development proposals to make provision for parking in accordance with the sustainable standards outlined in Appendix 1 of the Local Plan, as well as the local circumstances. This will ensure that future transport network and parking needs are facilitated, while also ensuring that the parking scheme is informed by the transport needs of the existing active travel and public transport provision. Additionally, the policy provides guidance and support for lorry and coach parking subject to demonstration of local need and compliance with other relevant plan policies.

## Reasonable alternatives

**6.512** The CLAs identified the following reasonable alternative options to Policy ST3: Parking Standards:

- **Option 1**: Consider having maximum parking standards to promote use of alternative modes of travel.

**6.513** Option 1 is likely to contribute more towards the minor positive effects Policy ST3 is expected to have in relation to IA objectives 3: Transport and utilities and 9: Sustainable transport. This is because the provision of maximum parking standards would force people to not drive their cars as there would be nowhere for them to park, alternatively encouraging them to use public transport and walk and cycle. This would help reduce air pollution associated with the private car, in addition to greenhouse gas emissions. Therefore, minor positive effects are expected in relation to IA objectives 10: Air quality and 15: Energy and emissions. However, not providing car parking spaces would prevent those who are reliant on the car to access services and facilities, such as those with disabilities who cannot walk or cycle, or older people. Therefore, Option 1 could have a minor negative effect in relation to IA objective 5: Equality.

**6.514** The CLAs chose to pursue the approach outlined in Policy ST3. This is due to the variation in Central Lancashire's built environment whereby maximum parking standards are likely to be prove difficult to apply and may affect viability. Consideration of local circumstances/context will provide flexibility to seek lower standards of parking in locations with good existing access to public and/or active transport opportunities.

## Recommendations for the sustainable travel policies

- Policy ST2: Sustainable and Active Travel could add additional text that requires active travel routes to integrate green infrastructure and in particular SuDS where surface water flooding is a relevant risk.

# Infrastructure delivery

**6.515** The likely effects of the infrastructure delivery policies are presented below in **Table 6.33** and described below the table.

### Table 6.33: Likely effects of the infrastructure delivery policies

| IA objective | ID1 | ID2 | ID3 |
|---|---|---|---|
| IA1: Housing | 0 | + | 0 |
| IA2: Economy | 0 | 0 | 0 |
| IA3: Transport and utilities | ++ | + | ++ |
| IA4: Deprivation | + | + | 0 |
| IA5: Equality | + | + | 0 |
| IA6: Health | + | + | 0 |

| IA objective | ID1 | ID2 | ID3 |
|---|---|---|---|
| IA7: Social infrastructure | + | + | 0 |
| IA8: Education | + | + | 0 |
| IA9: Sustainable transport | + | + | 0 |
| IA10: Air quality | + | + | 0 |
| IA11: Biodiversity and geodiversity | 0 | + | +/- |
| IA12: Climate change adaptation | +/- | + | 0 |
| IA13: Flood risk | +/- | + | 0 |
| IA14: Water | +/- | + | 0 |
| IA15: Energy and emissions | +/- | + | 0 |
| IA16a: Landscape | -? | -? | +/- |
| IA16b: Historic environment | -? | -? | +/- |
| IA17: Resources | 0 | 0 | 0 |
| IA18: Waste | + | + | 0 |

## Policy ID1 (Strategic Policy): Infrastructure Planning Principles

**6.516** Policy ID1 supports the development of new infrastructure, or improvements to existing infrastructure, where there is an identified need. Therefore, Policy ID1 will ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development. As such, Policy ID1 is expected to have a significant positive effect in relation to IA objective 3: Transport and utilities.

**6.517** The delivery of infrastructure to support development, such as public transport infrastructure, has the potential to address some aspects of deprivation, such as access to services (e.g. healthcare and education) and employment opportunities,

amongst other things. This will help ensure access for all. Therefore, Policy ID1 is expected to have minor positive effects in relation to IA objectives 4: Deprivation and 5: Equality.

**6.518** Although not explicitly identified in Policy ID1, infrastructure is assumed to include both active travel and public transport infrastructure. Therefore, Policy ID1 has the potential to encourage more walking and cycling, which can have beneficial effects on people's physical health and mental wellbeing. Encouraging active travel together with public transport use also reduces reliance on the private car and associated air pollution, which can improve air quality. This is particularly important for those who may be vulnerable to poor air quality, such as those with asthma. The policy does not explicitly identify healthcare as a form of infrastructure, but it is assumed that infrastructure includes primary healthcare services. Overall, therefore, Policy ID1 is expected to have a minor positive effect in relation to IA objective 6: Health, in addition to IA objective 10: Air quality.

**6.519** It is assumed that infrastructure provision includes healthcare, education and other forms of social infrastructure. Therefore, Policy ID1 is also expected to have minor positive effects in relation to IA objectives 7: Social infrastructure and 8: Education.

**6.520** Policy ID1 likely includes transport infrastructure, be it the road network, public transport infrastructure or active travel infrastructure. As set out in the policy, the councils will work with infrastructure providers and developers to ensure that additional infrastructure capacity is effectively delivered. Therefore, the policy is expected to have a minor positive effect in relation to IA objective 9: Sustainable travel.

**6.521** Infrastructure is likely to include flood risk infrastructure, in addition to water supply infrastructure. As Policy ID1 will ensure development is supported by these types of infrastructure, minor positive effects are expected in relation to IA objectives 13: Flood risk and 14: Water. Climate change is likely to result in more extreme weather events, including flooding. Therefore, ensuring infrastructure is in place to address these challenges, a minor positive effect is expected against IA objective 12: Climate change adaptation. Infrastructure is also likely to include energy

infrastructure, which covers both the storage and distribution of energy, and may include renewable energy. Therefore, a minor positive effect is also expected in relation to IA objective 15: Energy and emissions. Public transport provision will also help reduce reliance on the private car and associated greenhouse gas emissions.

**6.522** The location and appearance of infrastructure has the potential to adversely affect the landscape and townscape, in addition to the historic environment. As IA utilises a precautionary approach, minor negative effects are expected against IA objectives 16a: Landscape and 16b: Historic environment. The effects are uncertain, as actual effects depend on the final design, scale and layout of development.

**6.523** Infrastructure delivery is assumed to include waste infrastructure, and according to Policy ID1, improvements to existing infrastructure will be supported where there is an identified need to support the delivery of the Local Plan or national priorities. Therefore, a minor positive effect is also expected in relation to IA objective 18: Waste.

### Reasonable alternatives

**6.524** No reasonable alternatives to Policy ID1: Infrastructure Planning Principles were identified.

## Policy ID2: Developer Contributions and Planning Obligations

**6.525** Policy ID2 outlines the different types of infrastructure that will be required as part of development, and this includes affordable housing. This will address affordable housing requirements and so a minor positive effect is expected in relation to IA objective 1: Housing.

**6.526** According to Policy ID2, new development will be expected to contribute to mitigating its impact on infrastructure. As development is likely to place increased

pressure on transport and utilities, yet the policy refers to highways (including PRoWs), transport improvements and infrastructure, in addition to other site-specific contributions, a minor positive effect is expected in relation to IA objective 3: Transport and utilities.

**6.527** The policy requires contributions to or the delivery of public transport services, in addition to education provision and community infrastructure. These infrastructure types have the potential to address some aspects of deprivation, such as access to areas where employment opportunities are available, via public transport, in addition to education and skills development through the presence of educational facilities and community infrastructure. Therefore, minor positive effects are expected in relation to IA objectives 4: Deprivation. A minor positive effect is also expected in relation to IA objective 5: Equality, because the infrastructure provisions outlined within the policy should accommodate the needs of all. Additionally, things like public realm improvements will help improve accessibility, which would particularly benefit older people and those with disabilities.

**6.528** Policy ID2 supports contributions to or the delivery of health facilities, in addition to open space, green infrastructure, and outdoor and indoor sports pitches and facilities. Access to healthcare services helps ensure that any health issues someone is experiencing with are addressed, while access to open space, green infrastructure, and outdoor and indoor sports pitches and facilities provides opportunities for recreation and physical exercise. This can have beneficial effects on people's health and wellbeing. Public transport provision, also provided for under this policy, can reduce reliance on the private car and associated air pollution, with beneficial effects on air quality. This can have beneficial effects on people's health. Therefore, overall, Policy ID2 is expected to have a minor positive effect in relation to IA objective 6: Health.

**6.529** Policy ID2 refers to education provision and community infrastructure, which will contribute to the requirements of the community. As outlined in the policy, these may be secured via planning conditions, or by planning obligations where development would otherwise be unacceptable, and/or through the Community Infrastructure Levy. As such, Policy ID2 is expected to have minor positive effects in relation to IA objectives 7: Social infrastructure and 8: Education.

**6.530** Policy ID2 requires developments to provide contributions to ensure the delivery and maintenance of public transport services. However, it also states that where appropriate, the councils will permit developers to provide the necessary infrastructure directly as part of their development proposals, rather than making financial contributions. Policy ID2 contains reference to sustainable travel generally, which is achieved through walking and cycling, in addition to public transport use. These types of travel will reduce reliance on the private car and associated air pollution. Therefore, a minor positive effect is expected in relation to IA objectives 9: Sustainable travel, in addition to IA objective 10: Air quality. Although the policy also refers to highways and transport improvements, enhancements to the network may reduce traffic congestion and associated air pollution, also contributing to the minor positive effects against IA objectives 9 and 10.

**6.531** According to Policy ID2, the delivery of green infrastructure is supported, in addition to biodiversity off-setting. Therefore, the policy has the potential to protect and enhance the natural environment. As such, a minor positive effect is expected in relation to IA objective 11: Biodiversity and geodiversity. Green infrastructure may aid flood risk mitigation by storing and controlling the flow of excess water during flood events, while also helping to reduce temperatures in more urban areas, while also providing shade. Therefore, Policy ID2 is also expected to have minor positive effects in relation to IA objectives 12: Climate change adaptation and 13: Flood Risk.

**6.532** Policy ID2 refers to other site-specific contributions, which could include water supply infrastructure. Therefore, a minor positive effect is expected in relation to IA objective 14: Water.

**6.533** Public transport provision will help reduce reliance on the private car and associated greenhouse gas emissions, helping mitigate climate change. Through carbon sequestration, green infrastructure will also help capture and store CO2. Therefore, Policy ID2 is expected to have a minor positive effect in relation to IA objective 15: Energy and emissions.

**6.534** As was the case with Policy ID1: Infrastructure Planning Principles, the location and appearance of infrastructure has the potential to adversely affect the landscape and townscape, in addition to the historic environment. As such, minor

negative effects are expected against IA objectives 16a: Landscape and 16b: Historic environment. The effects are uncertain, as the actual effects will depend on the final design, scale and layout of development.

**6.535** Lastly, a minor positive effect is expected against IA objective 18: Waste. Although the policy does not refer to waste infrastructure, it refers generally to other site-specific contributions, which is assumed to include waste.

### Reasonable alternatives

**6.536** No reasonable alternatives to Policy ID2: Developer Contributions and Planning Obligations were identified.

## Policy ID3: Digital and Communications Infrastructure

**6.537** Policy ID3 outlines criteria for applications for telecommunications equipment to follow. Additionally, it requires proposals for major development to demonstrate within a Broadband Statement how they will provide future occupiers with potential for full fibre broadband connectivity. Therefore, it is expected to have a significant positive effect in relation to IA objective 3: Transport and utilities.

**6.538** The policy states that developments should not have an unacceptable impact on ecology, areas of landscape importance or the historic environment, unless it can be demonstrated that no technically acceptable alternative site is available, and the public benefits of the proposal outweigh the harm caused. Therefore, while the policy provides some mitigation there is still potential for some adverse effects. Overall, therefore, Policy ID3 is expected to have mixed minor positive and minor negative effects in relation to IA objectives 11: Biodiversity and geodiversity, 16a: Landscape and 16b: Historic environment.

## Reasonable alternatives

**6.539** No reasonable alternatives to Policy ID3: Digital Communications Infrastructure were identified.

# Recommendations for the infrastructure delivery policies

**6.540** No recommendations.

# Chapter 7

# Cumulative effects

**7.1** This chapter presents an assessment of the cumulative effects of the Pre-Submission Local Plan (January 2025). It begins by presenting the total effects of all of the policies in the Local Plan in **Table 7.1**. This is followed by a discussion on the likely cumulative and synergistic effects of the Local Plan on each of the IA objectives, as well as on geographical areas. Consideration is also given to the potential for cumulative effects with neighbouring authorities' Local Plans. The cumulative effects of the Local Plan are summarised in **Table 7.2**.

### Table 7.1: Total effects of the Pre-Submission Local Plan

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Spatial Vision | +? | +? | +? | +? | +? | +? | +? | +? | 0? | 0? | +? | +? | +? | 0? | +? | +? | +? | 0? | 0? |
| Strategic Objective 1 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | ++ | ++ | + | + | 0 | 0 | + | + |
| Strategic Objective 2 | 0 | 0 | + | + | + | + | + | + | + | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | + | 0 |
| Strategic Objective 3 | ++ | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategic Objective 4 | 0 | ++ | 0 | + | + | 0 | + | 0 | + | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Strategic Objective 5 | 0 | 0 | + | + | + | + | + | 0 | ++ | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| Strategic Objective 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 |
| Strategic Objective 7 | 0 | 0 | 0 | 0 | + | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 |
| Strategic Objective 8 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 |
| Strategic Objective 9 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + | ++ | + | ++ | 0 | + | 0 | 0 | 0 | 0 |
| Strategic Objective 10 | 0 | 0 | 0 | 0 | + | + | 0 | + | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Strategic Objective 11 | 0 | 0 | 0 | + | + | ++ | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SS1: Development Patterns | ++ | ++ | + | + | +/- | + | + | + | + | +/- | +/- | - | - | - | +/- | +/- | - | + | 0 |
| SS2: Settlement Hierarchy | ++ | ++ | + | + | +/- | + | + | + | + | +/- | - | - | - | - | - | +/- | -- | + | 0 |
| SS3: Strategic Site Allocation – North West Preston/Bartle | ++ | + | + | 0 | + | + | ++ | ++ | ++ | - | - | - | - | - | - | -? | -? | --? | - |
| SS4: Strategic Site Allocation – Fulwood Barracks | + | 0 | + | 0 | + | ++ | ++ | +? | ++ | - | --? | + | + | - | - | +? | +? | + | + |
| SS5: Strategic Site Allocation – Preston West | ++ | ++ | + | 0 | + | ++? | ++ | ++ | ++ | 0 | - | - | - | -? | - | -? | -? | --? | 0 |

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SS6 (A+B): Strategic Site Allocation – Pickering's Farm, Penwortham | ++ | 0 | + | 0 | + | + | ++ | +? | ++ | -- | -- | - | - | 0 | - | -? | -? | --? | - |
| HS1: Scale of Housing Growth and Distribution of Housing Requirements | ++ | +/- | +? | + | +? | +/-? | +/-? | +/-? | +/- | +/- | -? | -? | -? | -? | +/- | -? | -? | -? | 0 |
| HS2: Housing Allocations Chorley | ++ | 0 | 0 | 0 | + | ++/--? | + | +? | + | 0 | --? | 0 | - | 0 | 0 | -? | -? | --? | 0 |
| HS3: Housing Allocations South Ribble | ++ | 0 | 0 | 0 | + | ++/--? | + | +? | + | - | --? | 0 | - | 0 | 0 | -? | -? | --? | 0 |
| HS4: Housing Allocations Preston | ++ | 0 | 0 | + | + | ++ | ++ | ++? | ++ | - | --? | 0 | + | -? | 0 | 0? | -? | + | +? |
| HS5: Open Space and Playing Pitch Requirements in New Housing Developments | +/- | 0 | 0 | 0 | +/- | ++ | ++ | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HS6: Housing Mix and Density | ++ | 0 | 0 | + | + | + | + | + | + | + | 0 | 0 | 0 | 0 | + | + | - | ++ | 0 |
| HS7: Affordable Housing | ++ | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HS8: Rural Exception Sites | ++/- | 0 | + | 0 | +/- | 0 | + | 0 | - | - | 0 | - | 0 | 0 | - | +? | 0 | 0 | 0 |
| HS9: Rural Workers Dwellings | + | + | + | 0 | + | 0 | - | 0 | - | - | 0 | 0 | 0 | 0 | - | +? | 0 | 0 | 0 |
| HS10: Housing in Multiple Occupation (HMOs) | ++/- | 0 | 0 | 0 | 0 | + | 0 | 0 | +? | +? | 0 | 0 | 0 | 0 | 0 | - | 0 | + | + |
| HS11: Custom and Self Build Housing | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | +? | 0 | 0 | 0 | 0 | ++ | +? | 0 | 0 |
| HS12: Specialist Housing | ++ | 0 | 0 | + | + | + | + | + | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 |
| HS13: Gypsy, Traveller and Travelling Showperson Needs | + | 0 | + | 0 | + | + | + | + | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | + | + |
| EC1: Scale of Economic Growth | 0 | ++ | + | + | 0 | + | + | +? | + | + | 0 | 0 | - | - | + | -? | -? | + | 0 |

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EC2: Employment Allocations Chorley | 0 | ++ | + | 0 | 0 | + | ++ | 0 | + | 0 | --? | 0 | 0 | 0 | 0 | --? | 0? | -? | 0 |
| EC3: Employment Allocations Preston | 0 | ++ | 0 | 0 | 0 | + | 0 | 0 | + | - | --? | 0 | -- | -? | 0 | -? | -? | --? | 0 |
| EC4: Employment Allocations South Ribble | 0 | ++ | 0 | 0 | 0 | + | -- | 0 | + | - | --? | 0 | - | 0 | 0 | -? | -? | --? | 0 |
| EC5: Mixed Use Allocations Chorley | ++ | ++ | 0 | 0 | + | ++/--? | ++ | +? | ++ | 0 | --? | 0 | - | 0 | 0 | -? | -? | -? | 0 |
| EC6: Mixed Use Allocations South Ribble | + | ++ | - | 0 | + | ++/--? | ++ | +? | ++ | - | --? | 0 | -- | 0 | 0 | -? | -? | --? | 0 |
| EC7: Protection of Existing Employment Sites | - | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 |
| EC8: Rural Economy | 0 | ++ | 0 | + | 0 | + | 0 | 0 | - | - | 0 | 0 | 0 | - | - | +? | 0 | +/- | 0 |
| EC9: Skills and Economic Inclusion | 0 | ++ | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EC10: University of Central Lancashire | ++ | ++ | + | 0 | + | +? | + | ++ | + | + | + | 0 | 0 | 0 | + | + | 0 | 0 | 0 |
| EC11: Town Centre Hierarchy | + | ++ | 0 | + | 0 | + | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 |
| EC12: Preston City Centre | ++ | ++ | + | + | + | + | + | + | + | + | + | 0 | 0 | 0 | + | + | + | + | 0 |
| EC13: Development in Leyland and Chorley Town Centres | + | ++ | - | + | + | + | 0 | 0 | + | +/- | 0 | 0 | 0 | 0 | +/- | +? | -? | + | 0 |
| EC14: Priorities for Tourism and the Visitor Economy | + | ++ | -? | + | 0 | 0 | + | + | +/- | - | 0 | 0 | 0 | 0 | - | + | + | + | 0 |
| HC1: Health and Wellbeing | + | 0 | 0 | + | ++ | ++ | + | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HC2: Hot Food Take-aways | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | - |

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HC3: Community, Health and Education Facilities | 0 | 0 | 0 | ++ | ++ | ++ | ++ | ++ | + | +/-? | -? | 0 | -? | 0 | 0 | -? | -? | 0 | 0 |
| HC4: Purpose Built Places of Worship and/or Religious Instruction | 0 | 0 | 0 | 0 | ++ | 0 | ++ | + | + | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 |
| HC5: Provision of New Open Space, Sport and Recreation Facilities | 0 | 0 | 0 | + | + | + | + | 0 | + | + | + | + | + | 0 | + | + | 0 | 0 | 0 |
| HC6: Protection of Existing Open Space, Sport and Recreation Facilities | 0 | 0 | 0 | 0 | + | ++ | + | 0 | 0 | 0 | + | + | + | 0 | 0 | + | 0 | 0 | 0 |
| HC7: Cemeteries and Crematoria | 0 | 0 | 0 | 0 | + | + | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 |
| EN1: Well Designed Places | +/- | 0 | 0 | + | + | + | + | 0 | + | + | + | + | + | ++ | + | ++ | 0 | 0 | 0 |
| EN2: Design Criteria for New Development | 0 | 0 | + | + | + | + | 0 | 0 | ++ | + | + | 0 | 0 | 0 | + | + | + | 0 | + |
| EN3: Tall Buildings | +/- | + | 0 | + | + | + | + | 0 | +/- | +/- | + | + | + | + | +/- | ++ | + | 0 | 0 |
| EN4: Amenity | 0 | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 |
| EN5: Green Infrastructure | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + | + | ++ | + | + | 0 | + | + | + | 0 | 0 |
| EN6: Biodiversity Net Gain | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EN7: Designated Sites for Nature Conservation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++/- | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EN8: Trees, Woodlands and Hedgerows | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ++ | + | 0 | 0 | + | 0 | 0 | 0 | 0 |
| EN9: Species Protection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EN10: Development and Flood Risk | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | + | ++ | + | 0 | 0 | 0 | 0 | 0 |
| EN11: Water Resource Management | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | + | ++ | + | 0 | 0 | 0 | 0 | 0 |

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EN12: Protecting Groundwater Source Protection Zones | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | ++ | 0 | 0 | 0 | 0 | + |
| EN13: Heritage Assets and Archaeology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ++ | 0 | 0 |
| EN14: Environmental Quality | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 |
| EN15: Areas of Green Belt | +/- | +/- | 0 | +/- | +/- | +/- | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | + | 0 |
| EN16: Protection of Agricultural Land | - | +/- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 |
| EN17: Development in the Open Countryside | +/- | +/- | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | + | 0 |
| EN18: Areas of Separation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | ++ | 0 | + | 0 |
| EN19: Landscape Character | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 |
| CC1: Climate Change | + | + | + | + | 0 | + | 0 | 0 | + | + | + | ++ | + | + | ++ | 0 | 0 | 0 | + |
| CC2: Renewable Energy Generation and District Heating Networks | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | ++ | + | + | 0 | 0 |
| CC3: Reducing Energy Consumption | + | + | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | + | 0 | + | ++ | 0 | 0 | + | 0 |
| ST1: Strategic Transport Priorities | - | - | ++ | + | + | + | + | + | +/- | +/- | 0 | 0 | 0 | 0 | +/- | 0 | 0 | - | 0 |
| ST2: Sustainable and Active Travel | 0 | 0 | ++ | 0 | + | + | + | 0 | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| ST3: Parking Standards | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ID1: Infrastructure Planning Principles | 0 | 0 | ++ | + | + | + | + | + | + | + | 0 | + | + | + | + | -? | -? | 0 | + |
| ID2: Developer Contributions and Planning Obligations | + | 0 | + | + | + | + | + | + | + | + | + | + | + | + | + | -? | -? | 0 | + |

| Vision, objectives, policies, and site allocations | IA1 | IA2 | IA3 | IA4 | IA5 | IA6 | IA7 | IA8 | IA9 | IA10 | IA11 | IA12 | IA13 | IA14 | IA15 | IA16a | IA16b | IA17 | IA18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID3: Digital and Communications Infrastructure | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | 0 | 0 | 0 | 0 | +/- | +/- | 0 | 0 |

**7.2** This section details the likely cumulative effects of the Local Plan on each of the IA objectives. Cumulative effects are all of the effects of the Local Plan, plus other actions including people's behaviour and other underlying trends, while synergistic effects are a subset of cumulative effects where effects interact to produce a total effect greater than the sum of the individual effects. Unless otherwise states, the effects are assumed to be long-term and permanent.

**7.3** The likely cumulative effects of the Local Plan on each of the IA objectives are presented in **Table 7.2**.

# IA objective 1

## Provide a sustainable supply of housing land including for an appropriate mix of sizes, types and tenures in locations to meet housing need, and to support economic growth

**7.4** The Central Lancashire Local Plan will deliver 23,652 new homes between 2023 and 2041, equating to an annual average of 1,314 dwellings, which will meet the housing need in Central Lancashire. This total includes 6,012 homes within Chorley (334 dwellings per annum), 9,360 within Preston (520 dwellings per annum) and 8,280 within South Ribble (460 dwellings per annum). Development will be focused in the urban areas (Preston and South Ribble) and towns (Chorley and Leyland/ Farington) and to a lesser extent in urban and rural local service centres. The Local Plan allocates four large strategic sites to aid this delivery, three of which are in Preston (North West Preston/Bartle, Fulwood Barracks and Preston West) and one in South Ribble (Pickering's Farm, Penwortham). While meeting the housing need in Central Lancashire, the Local Plan will also help to provide a mix of housing types and tenures, including affordable housing. This is particularly important in Central Lancashire where average house prices are increasing. According to Policy HS7:

Affordable Housing, all residential developments of 10 or more dwellings (or 0.5ha or more) in Tiers 1, 2 or 3 settlements must deliver 30% affordable housing, while developments elsewhere must provide 35% affordable housing. Specialist and custom and self-build housing is also supported, ensuring people can find or develop homes based on their own personal needs. The current and future needs of Gypsies and Travellers will be met through two existing authorised sites. The amended Building Regulations 2010, alongside policies within the 'High Quality Environment' chapter of the Local Plan, will ensure that housing is built to high standards of design and construction. In particular, Policy EN1: Well Designed Places sets out criteria that new development must adhere to, including meeting the criteria for 'Building for Life'.

**7.5** It is important to note that there is some potential tension between the policies in the Local Plan that support new housing development and those that seek to protect and enhance the natural and built environment, such as Policies EN15: Areas of Green Belt, EN16: Protection of Agricultural Land, EN17: Development in the Open Countryside and EN18: Areas of Separation, amongst others. However, it is considered that such measures will serve to direct growth to the most appropriate locations within the Local Plan area, rather than stifling growth.

Overall, the Central Lancashire Local Plan is expected to have a **significant positive (++)** effect in relation to IA objective 1.

# IA objective 2

## Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation.

**7.6** The Central Lancashire Local Plan will deliver a minimum of 173ha of employment land through existing and new allocations together with existing planning permissions, and so will contribute significantly towards job creation and economic growth. Employment development will be focused in Preston City Centre, with a secondary focus in Leyland and Chorley Town Centres – all of which comprise the most sustainable locations in Central Lancashire. This pattern of development is reflected by the fact two of the three strategic site allocations in Preston will comprise residential-led mixed-use developments (North West Preston/Bartle and Preston West) that incorporate large areas of employment use classes B2, B8 and E(g) (Preston West), and retail facilities (North West Preston/Bartle). Further to this, Policies EC12: Preston City Centre and EC13: Development in Leyland and Chorley Town Centres will help to protect and strengthen the vitality and vibrancy of the city and town centres, which will benefit the local economy. The policies in the 'Prosperous Economy' chapter of the Local Plan set out the various ways in which the councils will seek to stimulate the economy. These will work alongside the Lancashire City Deal to support economic growth and increased job opportunities. The Local Plan acknowledges the importance of the University of Central Lancashire and supports the development of new facilities or the redevelopment or renewal of existing facilities, including knowledge based and creative or cultural uses. This is particularly important in terms of offering a range of highly skilled job opportunities that will help retain graduates. Growth of the tourist and visitor economy is also supported in the Local Plan through Policy EC14: Priorities for Tourism and the Visitor Economy. While the Local Plan mainly supports economic growth in urban areas, it also ensures that the rural economy is supported through Policy EC8: Rural Economy.

**7.7** There is some potential tension between the policies in the Local Plan that support new employment development and those that seek to protect and enhance the natural and built environment, such as Policies EN15: Areas of Green Belt, EN16: Protection of Agricultural Land, EN17: Development in the Open Countryside and EN18: Areas of Separation, amongst others. However, it is considered that such measures will serve to direct economic growth to the most appropriate locations within the Local Plan area, rather than stifling growth, and it is also recognised that protecting and enhancing the local environment will have indirect positive effects for the economy, by making Central Lancashire a more attractive place to visitors and investors.

Overall, the Central Lancashire Local Plan is expected to have a **significant positive effect (++)** in relation to IA objective 2.

# IA objective 3

## Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development

**7.8** The Central Lancashire Local Plan facilitates the development of new infrastructure and improvements to existing networks to ensure sufficient capacity to support planned growth in areas where development is likely to come forward the most, such as Preston City Centre or in Leyland and Chorley Town Centres. This includes the enhancement of transport links and utilities. While cumulative effects are likely to be broadly positive, there may be localised pressure on existing networks, which will require mitigation to improve sustainable outcomes.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 3.

# IA objective 4

## Reduce levels of deprivation and disparity and levels of crime

**7.9** The Local Plan has the potential to address disparities across Central Lancashire, particularly as there are a number of LSOAs that fall within the 20% most deprived areas in England. These are mostly located in the city of Preston, as well as the towns of Chorley and Leyland. One of the focuses of the Local Plan, as outlined in Policy SS1: Development Patterns, is city and town centre regeneration. Many of the site allocations are not located within an area of deprivation, however, and so there is limited scope for the Local Plan to directly address deprivation in these areas. Only Policy HS4: Housing Allocations Preston allocates a number of sites in areas of deprivation that would directly benefit from regeneration. The Local Plan can still bring numerous benefits to the area though, such as new housing, services and facilities, and improvements to transport infrastructure which will improve people's access to amenities. Additionally, policies promoting safer, well-designed developments and active public spaces may contribute to reducing crime and improving community safety.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA Objective 4.

# IA objective 5

## Promote equality of opportunity and the elimination of discrimination

**7.10** The appraisal of the Local Plan against this objective comprises the Equality Impact Assessment (EqIA). The Local Plan does not include any direct or indirect references to gender reassignment, marriage and civil partnership, sex, or sexual orientation, and does not include policies or sites that are considered to have a direct effect on these four protected characteristics. For the remaining five protected characteristics – age, disability, pregnancy and maternity, religion or belief, and race, various elements of the Local Plan are likely to have some positive and mixed effects. As demonstrated in Table 7.1, most of the policies in the Local Plan are expected to have minor positive effects against this objective, while a small number are expected to have significant positive effects, namely Policies HC1: Health and Wellbeing, HC3: Community, Health and Education Facilities and HC4: Purpose Built Places of Worship and/or Religious Instruction. The Local Plan, and particularly these policies, seek to deliver mixed communities and achieve inclusive places by promoting social interaction through the provision of community facilities, which will help foster good relations between different groups of people. This is particularly important in ensuring that groups with protected characteristics who are more vulnerable to health issues and social isolation are supported. Delivering a mix of house types and tenures will also ensure that housing is available for different groups of people, including affordable housing, specialist housing and custom and self-build housing. A small number of minor negative effects were recorded where the focus of development in urban areas has the potential to widen disparities between urban and rural communities. However, these negative effects would not directly impact any of the protected characteristics under the Equality Act. Constraints on development, such as through Policy EN15: Areas of Green Belt, could prevent the delivery of schemes that seek to provide a mix of housing types and tenures in rural areas. However, the delivery of new homes, employment land and supporting infrastructure has the potential to address inequalities by providing access to housing, jobs and services.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 4.

# IA objective 6

## Support improved health and well-being of the population and reduce health inequalities

**7.11** The overall scale of development proposed in the Local Plan is likely to benefit people's well-being in terms of providing homes and jobs to meet their needs. Further to this, the Local Plan focuses development at the larger settlements which tend to have better access to existing healthcare facilities. The Local Plan includes a number of policies that will combine to improve the health and wellbeing of local people, both directly and indirectly. In particular, Policy HC1: Health and Wellbeing seeks to promote social interaction through the delivery of mixed communities and create healthy lifestyles through the active environments that incorporate open spaces, in addition to locally grown food. This is particularly important when Central Lancashire has high levels of obesity. Other Local Plan policies will address health and wellbeing indirectly, in particular those that seek to increase levels of walking and cycling. As well as increasing levels of physical activity, this will reduce car use and the associated pollutants which can be damaging to human health. Various cross-cutting policies address active travel, in particular Policy ST2: Sustainable and Active Travel and the strategic site allocation policies which support connections to existing footpaths and cycleways, and some new ones. These policies will help to increase levels of walking and cycling, to the benefit of the public, particularly as most of the sites comprising these allocations are within close proximity of existing areas or open space, in addition to some walking and cycling paths. Further to this, the large scale of development proposed in the Local Plan has a correspondingly large potential to provide new healthcare facilities, alongside green and blue infrastructure, which can be used both recreationally and for travel.

**7.12** The large amount of growth provided for by the Local Plan could put pressure on existing healthcare facilities such as GP surgeries and hospitals. However, the Local Plan makes provision for new infrastructure delivery, particularly through the 'Infrastructure Delivery' policies.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 6.

# IA objective 7

## Ensure access to and provision of appropriate social infrastructure

**7.13** The spatial strategy focuses development in urban areas, close to public transport and where services and facilities are within easy walking distance of one another. The large amount of development proposed in the Local Plan could put increased pressure on local services and facilities, if appropriate provision is not made as part of new developments. While most of the increased pressure will come from residential development, the development of mixed use and employment sites could also increase this pressure. However, the Local Plan supports the delivery of new services and facilities through Policies HC3: Community, Health and Education Facilities and HC4: Purpose Built Places of Worship and/or Religious Instruction, while large scale development has a correspondingly large potential to provide new services and facilities. Two of the strategic site allocation policies (SS3: Strategic Site Allocation – North West Preston/Bartle and SS5: Strategic Site Allocation – Preston West) make provision for new community facilities, in addition to a new local/district centre and some local or neighbourhood centres. In addition, policies in the 'Infrastructure Delivery' chapter of the Local Plan should combine to mitigate the increased pressure from new development.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 7.

# IA objective 8

## Support improved educational attainment and skill levels for all

**7.14** The amount of residential development proposed in the Local Plan could result in there not being enough spaces at existing schools to accommodate new pupils. However, it could also stimulate the provision of new schools. For example, strategic site allocation SS3: North West Preston/Bartle requires development proposals to include one 1.5 form entry primary school and one 2 form entry primary school, one high school, and land for one 2 form entry primary school within Bartle Garden Village. Similarly, strategic site allocation SS5: Preston West requires proposals to provide land to deliver a new primary and secondary school. Further to this, Policy HC3: Community, Health and Education Facilities safeguards nine sites for the expansion or provision of new education facilities and specifically states that where major residential development would cause a projected shortfall in education places, contributions will be sought. Therefore, it is not expected that the residential development proposed will place undue pressure on existing educational facilities and existing residents may benefit from the new provision to be made.

Overall, the Central Lancashire Local Plan is expected to have a **significant positive (++)** effect in relation to IA objective 8.

# IA objective 9

## Promote sustainable modes of transport

**7.15** The amount of development proposed in the Central Lancashire Local Plan will likely result in an increase in numbers of cars on the road, particularly as car ownership is higher than the national average in both Chorley and South Ribble and Central Lancashire generally is experiencing an upward trend in private motor vehicle usage. However, the spatial strategy supports development across the Local Plan area but particularly in urban areas, where access to public transport is best. This has the potential to reduce reliance on the private car. The four strategic site allocations are located within Tier 1 and 2 settlements, which provide an extensive range of services and facilities including for employment, business, education, leisure, cultural and shopping activities. As these services and facilities are within close proximity of one another, residents may be encouraged to walk or cycle to reach these amenities. Some of the strategic site allocations are also within close proximity of railway stations and bus stops, which may encourage public transport use. Further to this, the Local Plan includes a number of policies seeking to encourage modal shift and increase levels of sustainable transport use. These policies will help to mitigate the potential negative effects of the overall scale of growth proposed in the Local Plan. In particular, policies in the 'Sustainable Travel' chapter of the Local Plan will directly address this issue.

**7.16** While there are policies in the Local Plan that could result in enhancements to the highway network, such as Policy ST1: Strategic Transport Priorities, which could be seen as potentially discouraging modal shift through highways and junction improvements, it is inevitable that the level of growth to be delivered through the Local Plan will require some highway improvements and it is also noted that reducing congestion could help reduce and avoid pockets of air pollution.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 9.

# IA objective 10

## Improve air quality

**7.17** There are ten Air Quality Management Areas (AQMAs) in the Central Lancashire Local Plan area. Five of these are in Preston, while the other five are in South Ribble. The amount of development proposed in the Local Plan, together with housing and employment growth targets outlined in the City Deal, will undoubtedly result in an increase in the number of cars on the road and associated air pollution – particularly as most development is focused in Preston, followed by South Ribble. This will have adverse effects on air quality, particularly as there is an upward trend in motor vehicle usage in Central Lancashire. It is also expected that traffic flow and congestion in and around Central Lancashire may increase as development in the area continues, and as the population increases. However, the Local Plan does a lot in the way of promoting more sustainable and active travel modes, as detailed under IA objective 9 above. Further to this, air pollution levels are likely to be reduced by increasing uptake of electric vehicles. These types of vehicles do, however, contribute to non-exhaust emissions through particulates from tyres. There are some schemes in Central Lancashire that may help reduce traffic congestion, such as the M62 smart motorway. These schemes are funded through the Roads Investment Strategy which together with the Central Lancashire Highways and Transport Masterplan, may help address air pollution.

Overall, the Central Lancashire Local Plan is expected to have a **minor negative (-)** effect in relation to IA objective 10.

# IA objective 11

## Conserve and enhance biodiversity, green infrastructure and geodiversity assets

**7.18** The Central Lancashire area is highly constrained in relation to sensitive biodiversity and geodiversity assets. The Ribble and Alt Estuaries SPA, Ramsar site and SSSI partially falls within the north western corner of South Ribble. There are also a number of designated sites located near the Local Plan area which include: Martin Mere SPA, Ramsar site and SSSI and Morecambe Bay and Duddon Estuary SPA and Ramsar site. There are numerous other SSSIs within and outside of Central Lancashire, namely Red Scar and Tun Brook Woods in Preston, Beeston Brook Pasture and Darwen River Section in South Ribble and Wrightington Bar Pasture, Charnock Richard Pasture and West Pennine Moors in Chorley. There is one National Nature Reserve within the area, the Ribble Estuary. There are also a number of Local Nature Reserves across the area, mainly within Preston. Given how highly constrained the Central Lancashire area is, significant negative effects are expected for the majority of residential and employment site allocations within the Local Plan. This is largely due to their proximity to Priority Habitats, Ancient Woodland and/or Local Nature Reserves. However, some of the site allocation policies include mitigation, such as Policies SS3: Strategic Site Allocation – North West Preston/Bartle and SS5: Strategic Site Allocation – Preston West, which could help to minimise the negative impacts of development of these sites.

**7.19** Alongside the IA, a separate Habitats Regulation Assessment of the Central Lancashire Local Plan has been undertaken to consider the potential for the Local Plan to impact upon European designated biodiversity sites. The draft HRA report included a number of recommendations for amendments to Local Plan policies, which have been addressed in the final version of the Local Plan. As a result, the HRA has concluded that, for most types of effects considered, the Local Plan will not have adverse effects on the integrity of European sites in and around Central Lancashire. Some uncertainty remains in relation to recreation effects, which will require further consideration prior to submission of the Local Plan for examination.

**7.20** The Central Lancashire Local Plan includes various policies which specifically aim to protect and enhance biodiversity, and so may serve to mitigate the potential adverse impacts of the new development proposed particularly within the 'High Quality Environment' chapter. Policy EN6: Biodiversity Net Gain supports the enhancement and protection of biodiversity and ecological habitats through the delivery of 10% Biodiversity Net Gain. Policy EN7: Designated Sites for Nature Conservation and Policy EN9: Species Protection ensure development avoids adverse impacts on designated sites and protects legally protected species, priority species and ecological corridors. Policy EN8: Trees, Woodlands and Hedgerows protects these assets and supports mitigation where these assets are lost. In addition, the creation and enhancement of green infrastructure and new natural and semi-natural greenspaces is supported through Policies EN5: Green Infrastructure, HC5: Provision of New Open Space, Sport and Recreation Facilities and HC6: Protection of Existing Open Space, Sport and Recreation Facilities.

Overall, the Central Lancashire Local Plan is expected to have a **minor negative (-)** effect in relation to IA objective 11.

# IA objective 12

## Ensure communities, developments and infrastructure are resilient to the effects of climate change

**7.21** The Central Lancashire Local Plan includes a number of ambitious and aspirational policies seeking to mitigate and adapt to climate change. The key policy is CC1: Climate Change which will help ensure that development proposals, public realm and infrastructure improvements maximise opportunities to be designed, constructed and operated to address climate change risk through adaptation measures. Development should also improve the resilience of communities,

businesses, infrastructure, and the natural environment to climate change impacts. In addition, Policy CC2: Renewable Energy Generation and District Heating Networks supports community led renewable energy initiatives, small scale on-site renewable energy generation and district heating and energy networks which will support climate change resilience.

**7.22** A number of policies within the 'High Quality Environment' chapter (Policies EN1: Well Designed Places, EN3: Tall Buildings, Policy EN5: Green Infrastructure, EN6: Biodiversity Net Gain, EN7: Designated Sites for Nature Conservation and EN8: Trees, Woodlands and Hedgerows) will help to mitigate the effects of climate change through the creation and enhancement of green infrastructure, protection and enhancement of wildlife habitats, and the protection of trees and woodland habitats. Policy CC3: Reducing Energy Consumption further supports tree planting and the creation of green infrastructure. This will support carbon sequestration. There are also policies dedicated to mitigating flood risk and incorporating sustainable drainage systems (SuDS).

**7.23** The majority of the residential allocations are expected to have a negative effect on this IA objective as they will result in greenfield development which could increase flood risk associated with climate change. Strategic site allocation SS4: Fulwood Barracks is the only site expected to have a positive effect on this IA objective as it will result in the development of previously developed land which could help to mitigate increased flood risk associated with climate change. However, as detailed above the Local Plan includes extensive mitigation within other plan policies.

Overall, the Central Lancashire Local Plan is expected to have a **minor positive (+)** effect in relation to IA objective 12.

# IA objective 13

## Reduce the risk of flooding to people and property

**7.24** There are areas of flood risk (Flood Zone 2 and 3) associated with the River Ribble and numerous tributaries across Central Lancashire. The River Ribble runs through the centre of the city of Preston, along the southern edge of the borough. The tributaries run from west to east, stretching from the Riversway Docklands to Brockholes Quarry. Some areas in the north west of the borough are also at risk from flooding due to the presence of Woodplumpton Brook and New Mill Brook. In South Ribble, the River Ribble runs through the north west of the borough making this part of the borough at risk from flooding. Tributaries of the River Ribble flow from west to east, from Longton and Hutton through to the east of the borough. Areas more central in South Ribble Borough such as Farington and Bamber Bridge also have some areas at risk of flooding. The River Douglas runs within the western edge of Chorley and therefore this area of the borough is more at risk from flooding than elsewhere. Tributaries of the River Douglas flow from west to east, stretching to HM Prison Wymott and the settlements of Eccleston, Euxton and Chorley. The area surrounding Leicester Mill Quarries, Yarrow Reservoir, Upper Rivington Reservoir and Lower Rivington Reservoir in the east of the borough is also at risk of flooding. There is also a risk of surface water flooding across Central Lancashire.

**7.25** The overall scale of development resulting from the Central Lancashire Local Plan could increase the risk of flooding in the area, particularly as much of it will be on greenfield land. The majority of site allocations fall within an area at risk of surface water flooding, either 1 in 30 year or 1 in 100 year. Only a small number of site allocations contain small areas of Flood Zones 2 or 3. Therefore, development of these sites could increase flood risk within the area. However, the site allocation policies contain mitigation to minimise flood risk which includes surface water drainage mitigation, requirements for a Strategic Flood Risk Assessment and the creation of natural green spaces. Policies SS4: Strategic Site Allocation – Fulwood Barracks and HS4: Housing Allocations Preston both allocate sites on previously developed land where there is a lower risk of flooding.

**7.26** The Central Lancashire Local Plan also includes numerous policies that seek to mitigate flood risk by encouraging the use of Sustainable Drainage Systems and avoiding areas that have the highest risk of flooding. This includes Policies EN10: Development and Flood Risk and EN11: Water Resource Management. Policy CC1: Climate Change also supports flood risk management and sustainable drainage.

**7.27** In addition, a number of policies support the enhancement and creation of green infrastructure, in particular Policies HC5: Provision of New Open Space, Sport and Recreation Facilities, HC6: Protection of Existing Open Space, Sport and Recreation Facilities, EN1: Well Designed Places, EN3: Tall Buildings and EN5: Green Infrastructure.

Overall, the Central Lancashire Local Plan is expected to have a **negligible (0)** effect in relation to IA objective 13.

# IA objective 14

## Protect and improve the quality and availability of water resources

**7.28** Source Protection Zones provide additional protection to safeguard drinking water quality. Around half of Preston falls within Source Protection Zone 3, with some parts also falling within Source Protection Zones 1 and 2. South Ribble has a small proportion of land to the north east in Source Protection Zone 3. Chorley Borough does not contain any Source Protection Zones.

**7.29** The Central Lancashire Local Plan includes a number of policies that aim to protect and improve water quality and quantity particularly through the 'High Quality Environment' policies. The Local Plan seeks to mitigate flood risk (which can impact on water quality) by encouraging the use of Sustainable Drainage Systems and

avoiding areas that have the highest risk of flooding. Policy EN10: Development and Flood Risk requires development proposals to have no adverse effect on the capacity or water quality of any watercourse or floodplain. Policy EN12: Protecting Groundwater Source Protection Zones provides specific protection for groundwater supplies, while Policy EN1: Well Designed Places sets out water efficiency standards that all new dwellings must comply with. The implementation of Sustainable Drainage Systems is also supported through Policies CC1: Climate Change and EN3: Tall Buildings.

**7.30** The level of development proposed across Central Lancashire will increase demand for water abstraction and could increase the risk of water pollution. However, the majority of site allocations do not fall within a Source Protection Zone. A small number of site allocations fall within Source Protection Zones 2 or 3 with only one site allocation (19P131) falling within Source Protection Zone 1. Only employment allocations in Preston could impact Source Protection Zones. The site allocation policies also propose some mitigation through water drainage measures and the creation of natural greenspaces.

Overall, the Central Lancashire Local Plan is expected to have a **negligible (0)** effect in relation to IA objective 14.

# IA objective 15

## Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions

**7.31** The demand for energy is expected to increase due to the scale of development proposed across Central Lancashire. In addition, the amount of development proposed is likely to contribute to greater emissions whether through increased car use or building emissions. A number of the site allocation policies either support the enhancements to sustainable transport modes or are located near existing services

and facilities and/or sustainable transport modes which will help to reduce reliance on the car and the associated emissions. While rural development resulting from Policies HS8: Rural Exception Sites, HS9: Rural Workers Dwellings and EC8: Rural Economy could increase private car use, this would be on a very small scale.

**7.32** The policies within the 'Climate Change and Sustainable Energy' chapter are expected to have the most positive effects on this IA objective. In particular, Policies CC2: Renewable Energy Generation and District Heating Networks and CC3: Reducing Energy Consumption encourage the use of low carbon energy and minimising energy use. This will support the transition away from fossil fuels and encourage the use of clean energy. Mitigation is also proposed through a number of policies that support the use of sustainable materials, the creation of green infrastructure and natural green spaces, and encourages the use of sustainable modes of transport which could support a reduction in emissions. This includes Policies EN1: Well Designed Places, EN2: Design Criteria for New Development, EN3: Tall Buildings and EN5: Green Infrastructure. The following policies support development within sustainable locations which could also encourage the use of sustainable transport modes therefore reducing emissions: HS6: Housing mix and density, Policy HS12: Specialist Housing, Policy EC1: Scale of Economic growth, Policy EC10: University of Central Lancashire, Policy EC11: Town Centre Hierarchy and Policy EC12: Preston City Centre.

Overall, the Central Lancashire Local Plan is expected to have a **mixed minor positive and minor negative (+/-)** effect in relation to IA objective 15.

# IA objective 16a

## Conserve and/or enhance landscape, townscape, in addition to the local character and distinctiveness of the CLLP area

**7.33** All three council areas contain land with different sensitivities to development, ranging from areas of low or no sensitivity to areas of high sensitivity. Most of the rural areas in the east and west of the Local Plan area are rated as high sensitivity and this sensitivity decreases closer to existing urban areas, particularly to the south west of Preston and the south of Leyland in South Ribble. Areas around villages across the Local Plan area tend to have moderate sensitivity.

**7.34** The new development to be delivered through the Central Lancashire Local Plan could have adverse impacts on the character and quality of the landscape, particularly as much of it will be on greenfield land. However, the Local Plan also offers opportunities to achieve enhancements through high quality and appropriately located new development which may benefit the landscape. The majority of allocated sites are located on greenfield land with a moderate or moderate/low-moderate sensitivity to development. Only a small number of allocated sites are located on land that has a high/moderate-high sensitivity to development. Strategic site allocation SS4: Fulwood Barracks will result in development of previously developed land which is not sensitive in landscape terms. A number of the site allocation policies contain mitigation to help minimise the impact on landscape character by requiring the creation of natural green spaces.

**7.35** The Central Lancashire Local Plan includes a policy that specifically aims to conserve and enhance the quality and character of the landscape (EN19: Landscape Character). In addition, Policy EN18: Areas of Separation will prevent coalescence of neighbouring settlements. The Green Belt and Open Countryside will also be protected from development through Policies EN15: Areas of Green Belt and EN17: Development in the Open Countryside, which will help to preserve these landscapes.

**7.36** In addition, Policy EN13: Heritage Assets and Archaeology will help to conserve and enhance townscapes and ensure new development respects, maintains and strengthens local character, identity and distinctiveness. A number of policies (Policy EN1: Well Designed Places, Policy EN2: Design Criteria for New Development and Policy EN3: Tall Buildings) support high quality design within developments which will help to enhance the local townscape. Policies HC4: Purpose Built Places of Worship and/or Religious Instruction, HC5: Provision of New Open Space, Sport and Recreation Facilities, HC6: Protection of Existing Open Space, Sport and Recreation Facilities and HC7: Cemeteries and Crematoria require development proposals to not detract from the surrounding landscape and visual amenity. A number of policies in the 'Prosperous Economy' chapter protect existing townscapes and will ensure development does not have a detrimental impact on the University of Central Lancashire, Preston City Centre and Leyland and Chorley Town Centres. The impact from residential development on the character of the existing landscape and townscape is protected through Policies HS6: Housing Mix and Density, HS8: Rural Exception Sites, HS9: Rural Workers Dwellings, HS11: Custom and Self Build Housing, HS12: Specialist Housing and HS13: Gypsy, Traveller and Travelling Showperson Needs.

Overall, the Central Lancashire Local Plan is expected to have a **minor negative (-?)** effect in relation to IA objective 16a, with some uncertainty until the detailed proposals for all allocations sites are known.

# IA objective 16b

## Conserve and/or enhance heritage assets and their setting

**7.37** There is an abundance of heritage assets across Central Lancashire. Preston has numerous Conservation Areas and listed buildings, particularly to the south of the borough in the City of Preston. Preston also has three Scheduled Monuments

and four Registered Parks and Gardens. South Ribble has numerous Conservation Areas and listed buildings spread throughout the area, in addition to four Scheduled Monuments and one Registered Park and Garden. Chorley also contains a high number of listed buildings along with three Registered Parks and Gardens and multiple Conservation Areas, in addition to numerous Scheduled Monuments.

**7.38** Due to the extent of heritage assets across the area, a high number of the site allocations are located within close proximity of a heritage asset, indicating that development of these sites has the potential to cause harm to the significance of the historic environment/heritage asset. The majority of these site allocations are made through Policies HS4: Housing Allocations Preston and EC3: Employment Allocations Preston. However, the potential negative effects are also dependent on factors such as the design of development which is not yet known. It is also noted that allocation SS4: Fulwood Barracks could have a minor positive effect, due to the work that has been undertaken to ensure sympathetic redevelopment of the site and the very strong mitigation provided by the policy.

**7.39** A number of other policies address the protection and enhancement of the historic environment more generally and so should help mitigate the potential negative effects of new development on cultural heritage. In particular, Policy EN13: Heritage Assets and Archaeology sets out guidance for proposals affecting heritage assets to follow. Policy EC12: Preston City Centre specifically protect Preston Markets. In addition, Policies EN2: Design Criteria for New Development, EN3: Tall Buildings and EC14: Priorities for Tourism and the Visitor Economy encourage the enhancement of heritage assets and their setting as part of development.

Overall, the Central Lancashire Local Plan is expected to have a **negligible effect (0?)** in relation to IA objective 16b, with some uncertainty until specific development proposals come forward.

# IA objective 17

## Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of the CLLP area, while reducing land contamination

**7.40** The Central Lancashire Local Plan area mainly comprises Grade 3 agricultural land, although there are some pockets of Grade 1 and 2 agricultural land, particularly towards the south of Central Lancashire within South Ribble and Chorley. The main settlements across the Local Plan area comprise urban land, with Chorley also containing a relatively large proportion of Grade 4 and 5 agricultural land to its east. Minerals Safeguarding Areas are present across the Local Plan area but mainly within Chorley and South Ribble.

**7.41** Due to the high level of greenfield development proposed within the Central Lancashire Local Plan and the associated loss of soils, negative effects on this objective are expected. The majority of the site allocations are located on Grade 3 agricultural land (the split between Grade 3a and 3b is unknown) and could result in the loss of these soils. However, brownfield development is proposed through Policies SS4: Strategic Site Allocation – Fulwood Barracks and HS4: Housing Allocations Preston. Policies such as HS6: Housing Mix and Density, HS12: Specialist Housing, HS13: Gypsy, Traveller and Travelling Showperson Needs, EC1: Scale of Economic Growth and EC7: Protection of Existing Employment Sites encourage the optimisation of density and the efficient use of land which should help to minimise the loss of greenfield land and land of high agricultural value to development.

**7.42** A number of policies within the Central Lancashire Local Plan do provide protection of greenfield land from development or support the efficient use of resources. In particular, Policy EN16: Protection of Agricultural Land provides specific protection for high quality soils and best and most versatile agricultural land

by ensuring that agricultural land is used in an efficient and sustainable manner. In addition, the use of brownfield land is encouraged, and areas of countryside are protected through Policies EN14: Environmental Quality, EN15: Areas of Green Belt, EN17: Development in the Open Countryside and EN18: Areas of Separation, which could protect the best and most versatile agricultural land. Policies EC10: University of Central Lancashire, EC11: Town Centre Hierarchy, EC12: Preston City Centre, EC13: Development in Leyland and Chorley Town Centres and EC14: Priorities for Tourism and the Visitor Economy encourage development within Preston City Centre and Leyland and Chorley Town Centres, which could minimise the use of greenfield land and the loss of important soils.

**7.43** However, most of the sites allocated in the Central Lancashire Local Plan compromise greenfield land and their development would result in the loss of the best and most versatile agricultural, with likely adverse effects on this objective in the long-term and permanently, which cannot be mitigated

Overall, the Central Lancashire Local Plan is expected to have a **minor negative (-)** effect in relation to IA objective 17.

# IA Objective 18

## Promote sustainable consumption of resources and support the implementation of the waste hierarchy

**7.44** The overall scale of housing and employment growth proposed through the Central Lancashire Local Plan will inevitably result in an increase in waste generated within Central Lancashire. However, the effects of development on minimising waste and managing its sustainably will depend on factors such as the incorporation of waste management systems and recycling within developments, rather than on the

location of the sites. The Central Lancashire Local Plan includes some mitigation in relation to waste generation through Policy CC1: Climate Change which encourages waste minimisation and Policy EN2: Design Criteria for New Development, which requires waste and recycling storage to be considered within new development schemes. In addition, Policies ID1: Infrastructure Planning Principles and ID2: Developer Contributions and Planning Obligations do not specifically refer to waste, but it is assumed that infrastructure requirements and developer contributions include waste management.

Overall, the Central Lancashire Local Plan is expected to have a **negligible (0)** effect in relation to IA objective 18.

### Table 7.2: Cumulative effects of the Local Plan by IA objective

| IA objective | Pre-Submission Local Plan |
|---|---|
| IA1: Housing | ++ |
| IA2: Economy | ++ |
| IA3: Transport and utilities | + |
| IA4: Deprivation | + |
| IA5: Equality | + |
| IA6: Health | + |
| IA7: Social infrastructure | + |
| IA8: Education | ++ |
| IA9: Sustainable transport | + |
| IA10: Air quality | - |
| IA11: Biodiversity and geodiversity | - |
| IA12: Climate change adaptation | + |

| IA objective | Pre-Submission Local Plan |
|---|---|
| IA13: Flood risk | **0** |
| IA14: Water | **0** |
| IA15: Energy and emissions | **+/-** |
| IA16a: Landscape | **-?** |
| IA16b: Historic environment | **0?** |
| IA17: Resources | **0** |
| IA18: Waste | **0** |

# Cumulative effects on geographical areas

**7.45** The Central Lancashire Local Plan distributes most new development to Preston (~40%), followed by South Ribble (~36%) and then Chorley (~23%). A lot of this development will be delivered through the four strategic site allocations, three of which are in Preston and one in South Ribble. Two of the three strategic site allocations in Preston are within close proximity of one another (SS3: North West Preston/Bartle and SS5: Preston West) and so the effects (both positive and negative) of the development of these two strategic sites are likely to be strongly felt in the immediate surroundings, which mostly comprise some areas of the City of Preston (Nog Tow, Cottam, Tanterton, Lea Fulwood and Ingol), in addition to Lea Town. Although new housing and employment land will be delivered in these areas, which will contribute significantly towards growth, it is also likely that the large scale of development could have adverse effects on the natural, built and historic environment. There could be some issues with service capacity, but the 'Infrastructure Delivery' policies should help address this. Some other settlements in Preston that will also accommodate some of the growth are Barton, Cumeragh Village, Longridge and Cow Hill. A large amount of Employment land is allocated at Cow Hill, which will create numerous job opportunities while also being easily accessible to residents.

**7.46** The strategic site allocation in South Ribble is located south of Kingsfold, in close proximity to a number of other smaller residential site allocations. As such, the area will see a significant amount of growth. Although new housing will be delivered to meet needs in that area, there is potential for development of such a large scale to have adverse effects on the natural, built and historic environment. The effects on the natural environment may be felt to the west of the site, where there are large areas of open land. The settlement of New Longton is located here, however, and it is possible that growth in this area may increase strain on services and facilities that currently accommodate residents there. Infrastructure delivery is, however, supported by the Local Plan and should help mitigate any adverse effects on service availability. Most growth allocated to South Ribble is in the centre of the borough in built-up areas, and so it is expected that people will already have some good access to amenities.

**7.47** Chorley will accommodate less than a quarter of the growth proposed by the Central Lancashire Local Plan. This growth is dispersed across the district, although there are some concentrations of housing and mixed use allocations on the edge of the town Chorley. As Chorley is a Tier 2 settlement and provides a good range of services and facilities, it is not expected that growth will place too much increased pressure on existing services and facilities. Some sites are allocated in more rural areas of Chorley and so there is potential for some adverse effects on the natural environment, although the Local Plan provides different forms of mitigation to address this.

# Potential for cumulative effects with neighbouring authorities' plans

## Ribble Valley Borough Council

**7.48** Ribble Valley Borough Council adopted its Core Strategy in 2014. The Core Strategy seeks to deliver 5,600 dwellings in the period 2008 to 2028, which is equivalent to 280 dwellings per year. Additionally, it seeks to deliver 8ha of

employment land. The majority of dwellings will be concentrated within a strategic site located to the south of Clitheroe towards the A59, in addition to the principal settlements of Clitheroe, Longridge and Whalley. In terms of employment development, opportunities will be promoted through the development of the Barrow Enterprise Site and the Samlesbury Enterprise Zone. New retail and leisure development will be directed towards the centres of Clitheroe, Longridge and Whalley.

**7.49** Following the adoption of the Core Strategy in 2014, the council prepared a Housing and Economic Development Plan Document (DPD), which was adopted in 2019. The DPD sets out more detailed policy coverage to fully implement the policies in the Core Strategy.

**7.50** The Core Strategy and DPD allocate a large amount of residential development at Longridge, which is located on the boundary between Ribble Valley Borough and Preston. The Central Lancashire Local Plan also allocates some development at Longridge. Therefore, residential development allocated through Ribble Valley Borough Council's Core Strategy/DPD and the Central Lancashire Local Plan will cumulatively contribute towards housing delivery in that area. Development could, however, increase vehicle numbers on the roads into and out of the Central Lancashire Local Plan area, contributing towards greenhouse gas emissions and air pollution. Longridge is not, however, located close to any of the AQMAs within Preston so it is unlikely that development at Longridge would exacerbate existing air quality issues in the AQMAs.

**7.51** The Core Strategy and DPD identify the Samlesbury Enterprise Zone as a focus for employment development. The Samlesbury Enterprise Zone includes land within both Ribble Valley Borough and South Ribble Borough, and so its acknowledgement in the Core Strategy/DPD offers the potential to support and strengthen Central Lancashire's economy. According to the Central Lancashire Local Plan, proposals which have the potential to compromise the delivery or operation of the site will be resisted. As such, there is potential for growth in this area to increase the number of vehicles on the road travelling into and out of the Central Lancashire Local Plan area, contributing to greenhouse gas emissions and air pollution.

**7.52** Ribble Valley Borough Council is currently working on a Local Plan Review and undertook a Regulation 18 consultation on strategic matters in May to July 2022. This consultation was high-level and did not set out where in the borough future development will likely take place.

## Blackburn with Darwen Borough Council

**7.53** Blackburn with Darwen Borough Council adopted their Local Plan in 2024. The Local Plan seeks to deliver 7,152 dwellings in the period 2021 to 2037, which is equivalent to 447 dwellings per year. Additionally, it seeks to deliver 46.4ha employment land. The majority of the development over the plan period will be in Blackburn urban area and Darwen urban area.

**7.54** Although Blackburn with Darwen Borough mostly borders the western edge of Chorley, this area comprises Green Belt land and so no development is allocated there, although there are some existing housing commitments. The urban areas of Blackburn and Darwen where most development is allocated do not directly border Chorley/the Central Lancashire Local Plan area, and so any effects between the two plans will be limited. Blackburn with Darwen Borough Council does, however, identify some areas suitable for wind energy development – mostly along the border they share with Chorley. Therefore, Blackburn with Darwen Borough Council's Local Plan has the potential to support renewable energy generation, which could benefit the Central Lancashire Local Plan area as well as more widely.

## Bolton Council

**7.55** Bolton Council's Local Plan comprises the Core Strategy (adopted in 2011) and Allocations Plan (adopted in 2014), in addition to the Places for Everyone Plan (adopted by the nine Greater Manchester authorities in 2024). The Core Strategy outlines the vision for what Bolton should look like in the future up to 2026 and contains strategic policies to cover this, while the Allocations Plan sets out how this will be implemented. The Places for Everyone Plan replaces some, but not all, of the Core Strategy policies. The Places for Everyone Plan seeks to deliver a minimum of

175,185 dwellings over the period 2022 to 2039, which is equivalent to 10,305 dwellings per year. 13,379 of the 10,305 dwellings (8%) will be located in the metropolitan borough of Bolton (787 dwellings per year). Employment development is also supported through the Places for Everyone Plan, which seeks to deliver at least 2,019,000sqm of office floorspace, 70,739sqm (3.5%) of which will be in Bolton through existing sites.

**7.56** Bolton is not identified as a core growth area in the Places for Everyone Plan but has been identified as an area that can help boost northern competitiveness through the Wigan-Bolton growth corridor. Although some sites are allocated within the Wigan-Bolton growth corridor, they are not close to the boundary the metropolitan borough of Bolton shares with Chorley. As such, cumulative effects relating to both the Places for Everyone Plan and Central Lancashire Local Plan are limited.

**7.57** Bolton Council will soon produce a new Local Plan to replace elements of the Core Strategy and Allocations Plan that were not addressed in the Places for Everyone Plan. Work on the new Local Plan will begin shortly, with consultation on the scope and vision of the new Local Plan expected to take place in Spring 2025.

## Wigan Council

**7.58** Wigan Council's Local Plan comprises their Unitary Development Plan (adopted in 2006) and Core Strategy (adopted in 2013), in addition to the Places for Everyone Plan (2024). Many policies in the Unitary Development Plan have been replaced by policies in the Core Strategy. Similarly, many policies in the Core Strategy have been replaced by policies in the Places for Everyone Plan. Of the 175,185 dwellings (10,305 dwellings per year) that the Places for Everyone Plan seeks to deliver, 16,527 (9%) will be located in the metropolitan borough of Wigan (972 dwellings per year). Employment development is also supported through the Places for Everyone Plan, which seeks to deliver at least 2,019,000sqm of office floorspace, 2,055sqm (0.1%) of which will be in Wigan through existing sites.

**7.59** Similar to Bolton, Wigan is not identified as a core growth area in the Places for Everyone Plan but has been identified as an area that can help boost northern

competitiveness through the Wigan-Bolton growth corridor. Although some sites are allocated within the Wigan-Bolton growth corridor, they are not close to the boundary the metropolitan borough of Wigan shares with Chorley. As such, cumulative effects relating to both the Places for Everyone Plan and Central Lancashire Local Plan are limited.

**7.60** Wigan Council is currently in the process of preparing a new Local Plan, having undertaken an Issues and Opportunities consultation in 2022 and an Options and Preferences consultation in 2023.

## West Lancashire Borough Council

**7.61** West Lancashire Borough Council adopted its Local Plan in 2013, which seeks to deliver 4,860 new dwellings and 75ha employment land – primary in Skelmersdale with Up Holland (2,100 dwellings and 52ha employment land), closely followed by Burscough (850 dwellings and 13ha employment land), the Northern Parishes (800 dwellings and 3.5ha employment land), Ormskirk with Aughton (750 dwellings), the Western Parishes (260 dwellings) and the Eastern Parishes (100 dwellings and 6.5ha employment land).

**7.62** West Lancashire Borough shares its north eastern boundary with both Chorley and South Ribble. A small amount of development is allocated to the west of Chorley and South Ribble in the Central Lancashire Local Plan and as West Lancashire Borough Council allocates some development to its northern and eastern parishes, there is some potential that both Local Plans will cumulatively contribute towards housing delivery, albeit limited. This development could result in a small increase in journeys into and out of Central Lancashire, contributing towards greenhouse gas emissions and air pollution.

**7.63** West Lancashire Borough Council is currently working on a new Local Plan and consulted on a 'Scope, Issues and Options' document in November 2021 to January 2022. According to the Local Development Scheme (2024), adoption is anticipated towards the end of 2027.

# Fylde Council

**7.64** Fylde Council adopted its Local Plan (incorporating Partial Review) in 2021, which comprises its 2018 Local Plan and revisions made to it through the Partial Review. The Local Plan (incorporating Partial Review) seeks to deliver 7,275 new homes and 60.6ha of employment land. The majority of this growth (90%) will be directed to four strategic locations: (1) Lytham and St Annes; (2) Fylde-Blackpool Periphery; (3) Warton; and (4) Kirkham and Wesham. Other development (the remaining 10%) will mainly be located in Freckleton and some rural settlements.

**7.65** The eastern boundary of the Borough of Fylde borders Preston, where most development in the Central Lancashire Local Plan is allocated – including at two strategic locations (SS3: North West Preston/Bartle and SS5: Preston West) which border the Borough of Fylde. These two strategic site allocations could have adverse effects on the Borough of Fylde, such as an increase in the number of cars in the area and associated air pollution and greenhouse gas emissions, in addition to disturbance to the natural and built environment. These effects may be particularly felt in the settlements of Salwick and Clifton. They would also, however, provide housing, job opportunities and services and facilities that residents of the Borough of Fylde could potentially benefit from. None of the strategic locations identified in Fylde Council's Local Plan (incorporating Partial Review) are located near the boundary the borough shares with Preston.

# Wyre Council

**7.66** Wyre Council adopted its Local Plan (incorporating Partial Update) in 2023. The Local Plan is a revised replacement of the 2011-2031 Local Plan, retaining all of it policies except those revised by the Partial Update. The Local Plan (incorporating Partial Update) seeks to deliver 7,384 dwellings and 43ha of employment land. Most of this growth will be focused at the urban towns, followed by the rural service centres, main rural settlements and key service centres.

**7.67** None of the urban towns are located near the boundary Wyre Borough shares with Preston, although some of the rural service centres (Catterall) and main rural settlements (Bilsborrow, Barton and Inskip) are. The Central Lancashire Local Plan also allocated some development near this boundary, namely HS4.4/19P042 for 151 dwellings. Therefore, residential development allocated through Wyre Council's Local Plan (incorporating Partial Update) and the Central Lancashire Local Plan will cumulatively contribute towards housing delivery. Development could, however, increase vehicle numbers on the roads into and out of the Central Lancashire Local Plan area, contributing towards greenhouse gas emissions and air pollution. This area is not, however, located close to an AQMA in Preston so it is unlikely that development would exacerbate air quality issues at existing AQMAs.

## Potential for cumulative effects with Nationally Significant Infrastructure Projects

**7.68** There are no Nationally Significant Infrastructure Projects (NSIPs) in the Central Lancashire Local Plan Area and so there is no potential for cumulative effects.

# Chapter 8

# Monitoring

**8.1** The SEA Regulations require that "the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action" and that the environmental report should provide information on "a description of the measures envisaged concerning monitoring". Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

**8.2** Although national Planning Practice Guidance states that monitoring should be focused on the significant environmental effects of implementing the Local Plan, the reason for this is to enable local planning authorities to identify unforeseen adverse effects at an early stage and to enable appropriate remedial actions. Since effects which the IA expects to be minor may become significant and vice versa, monitoring measures have been proposed in this IA Report in relation to all of the IA objectives in the IA framework. As the Local Plan is implemented and the likely significant effects become more certain, the councils may wish to narrow down the monitoring framework to focus on those effects of the Local Plan likely to be significantly adverse.

**8.3** The remainder of this chapter sets out a number of suggested indicators for monitoring the potential sustainability effects of implementing the Local Plan. The data used for monitoring in many cases will be provided by outside bodies, for example the Environment Agency. It is therefore recommended that the councils remain in dialogue with statutory environmental consultees and other stakeholders and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

# IA1: Housing

## Proposed monitoring indicators

- No. of dwellings permitted and completed (market and affordable for rent and for home ownership) (total/on allocated sites).
- Net additional housing completions (market and affordable for rent and for home ownership).
- No. of applications permitted for Houses in Multiple Occupation (HMOs).
- No. of affordable homes built.
- Ratio of median house price to median gross annual residence based earnings.

# IA2: Economy

## Proposed monitoring indicators

- No. of applications permitted for 'major' retail development in edge-of-centre, out-of-centre and out-of-town locations.
- Total employment land take-up by location and type (E(g), E(c), B2, B8).
- Permitted employment land (allocated and net additional) by location and type (B2, B8, E(g), E(c)).
- Loss of allocated employment land to other uses.
- Vacant ground floor units in shopping centres.
- Major retail development permitted away from the town centre and edge of centre (over 1,000m2 floorspace).
- Employment lost to other uses.

# IA3: Transport and utilities

## Proposed monitoring indicators

- No. of people entering and exiting railway stations in Central Lancashire.
- No. of bus services.
- Bus service frequency.
- Delivery of utilities infrastructure to support new development.

# IA4: Deprivation

## Proposed monitoring indicators

- Median gross weekly pay for full time workers.
- Jobseeker's Allowance (JSA) claimants.
- Universal Credit claimants.
- Percentage of children living in low income families.
- Life expectancy between the most deprived and least deprived areas of Central Lancashire.
- No. of people claiming Incapacity Benefit, Severe Disablement Allowance or Employment and Support Allowance.

# IA5: Equality

## Proposed monitoring indicators

- No. of people who indicate that their day-to-day activities are limited a lot.
- No. of cases relating to discrimination.
- No. of hate crimes.

# IA6: Health

## Proposed monitoring indicators

- No. of hot food takeaways permitted.
- Amount of sport, recreation and informal open space lost to other uses (without appropriate mitigation).
- Improving community health.
- Life expectancy at birth.
- No. of parks with Green Flag status.
- No. of people who indicate that they are in very bad health

# IA7: Social infrastructure

## Proposed monitoring indicators

- No. of new recreation and leisure facilities.
- No. of primary and secondary school places.

# IA8: Education

## Proposed monitoring indicators

- Working age population qualified to Level 4 or higher.
- No. of people in apprenticeships.

# IA9: Sustainable transport

## Proposed monitoring indicators

- Changes to road traffic congestion, e.g. estimated traffic flows for all motor vehicles (millions of vehicle kilometres).
- Railway station usage.
- Completed residential/non-residential development complying with car parking standards.
- % of residents aged 16-74 who travel to work by public transport, foot or bicycle.
- % of residents ages 16-74 who travel to work by car or van.
- No. of children travelling to school by sustainable modes of transport.

# IA10: Air quality

## Proposed monitoring indicators

- No. of Air Quality Management Areas (AQMAs).
- No. of AQMAs revoked.

- NO2, PM2.5 and PM10 levels (µg/m3).

# IA11: Biodiversity and geodiversity

## Proposed monitoring indicators

- Percentage of sites requiring mandatory BNG where delivery successfully secured (onsite and offsite in Central Lancashire/outside Central Lancashire including statutory credits).
- Change in areas of biodiversity importance.

# IA12: Climate change adaptation

## Proposed monitoring indicators

- Planning to adapt to climate change, e.g. no. of residential developments that meet the Code for Sustainable Homes standards and no. of non-residential developments that are rated BREEAM 'outstanding'.

# IA13: Flood risk

## Proposed monitoring indicators

- No. of applications permitted contrary to Environment Agency advice on flood grounds.
- No. of applications permitted in Flood Zone 3.
- No. of applications permitted in an area at risk of surface water flooding.

- No. of permitted applications incorporating Sustainable Drainage Systems (SuDS).
- Progress of flood alleviation schemes and rive restoration works.

# IA14: Water

## Proposed monitoring indicators

- Ecological status of water bodies.
- Chemical status of water bodies.
- No. of pollution incidents (United Utilities).
- Water use per household.
- Delivery of water supply, drainage and sewerage infrastructure to support new development.
- No. of applications permitted contrary to Environment Agency advice on water quality grounds.

# IA15: Energy and emissions

## Proposed monitoring indicators

- Renewable energy generation.
- No. of dwellings achieving a minimum Dwelling Remission Rate (DER) above Building Regulations, equivalent to Code Level 4 energy requirements.
- No. of electric vehicle (EV) charging points.
- Greenhouse gas emissions from transport.
- Per capita reduction in greenhouse gas emissions from transport.

# IA16a: Landscape

## Proposed monitoring indicators

- No. of dwellings and/or employment land in hectares approved/completed on sites within the Green Belt (including previously developed land)/Open Countryside/Areas of Separation.
- Higher quality building design, e.g. no. of residential developments (over 5ha) that achieve a 'very good' Building for Life rating and no. of major non-residential developments that achieve a score of 4 in the Places Matter assessment.
- Additional dwellings on residential gardens.
- No. of people on the custom and self-build register.

# IA16b: Historic environment

## Proposed monitoring indicators

- No. of heritage assets at risk.
- No. of conservation areas, listed buildings, scheduled monuments and registered parks and gardens.

# IA17: Resources

## Proposed monitoring indicators

- Additional dwellings on previously developed land.
- Development on contaminated land.

- No. of applications permitted on best and most versatile agricultural land.

# IA18: Waste

## Proposed monitoring indicators

- Waste per household.
- Percentage of household waste sent for reuse, recycling or composting.
- No. of buildings reused.

# Chapter 9

# Conclusions and next steps

**9.1** The IA of the Regulation 19 Pre-Submission Local Plan for Central Lancashire has been undertaken to accord with current best practice and the guidance on SA/SEA as set out in National Planning Practice Guidance. The IA objectives developed at the Scoping stage of the IA process (and refined since) have been used to undertake a detailed appraisal of the Pre-Submission Local Plan.

**9.2** The Pre-Submission Local Plan draws on consultation feedback from the early Preferred Options consultation stage but takes account of the policy context set by the NPPF in setting out a preferred spatial strategy for meeting growth needs. The Central Lancashire Authorities' preferred approach is set out in Policies SS1: Development Patterns and SS2: Settlement Hierarchy, directing new growth required to urban areas (Preston and South Ribble) and towns (Chorley and Leyland/Farington), complimented by a lesser focus on urban and rural local service centres. Most growth will take place in Preston, followed by South Ribble and then Chorley. This growth is facilitated by the allocation of four strategic sites: (1) North West Preston/Bartle; (2) Fulwood Barracks; (3) Preston West; and (4) Pickering's Farm, Penwortham.

**9.3** In addition to the preferred spatial strategy for new development needs, the Pre-Submission Local Plan provides a strong policy direction on a range of local planning issues across Central Lancashire, i.e. addressing the area's response to climate change, improving the environmental quality and social inclusivity of the area, creating healthier communities, and planning for sustainable travel and connectivity. The proposed policies in the Pre-Submission Local Plan have the potential to generate new significant positive changes for the area across a range of sustainability issues tested in the IA process, as shown in the number of positive cumulative effects identified in Chapter 7 of this IA Report.

**9.4** Nevertheless, the large-scale development proposed through the Central Lancashire Local Plan, much of which will be on greenfield land, does have the

potential to generate new adverse effects during construction but also occupancy by residents (and their associated travel movements) to the area's sensitive biodiversity and heritage assets, landscape and townscape, water and air quality and agricultural land. It is clear that much effort is being made in the Central Lancashire Local Plan to avoid and minimise such adverse effects through the diverse range of strategic and development management policy approaches.

**9.5** The Central Lancashire Authorities do not exist in isolation, and neighbouring boroughs and districts are also planning to deliver considerable amounts of development. This will result in some in-combination effects, in particular increased urbanisation including the generation of additional traffic, and put pressure on resources, such as water, air quality, heritage and on ecological networks. It is therefore important that the Central Lancashire Authorities continue to work closely with their neighbours to make sure that their plans are co-ordinated to provide an integrated approach to maintaining and enhancing quality of life for all their residents, workers and visitors, and to ensure that a rich, high quality and resilient environment is created.

# Next Steps

**9.6** This IA Report will be available for comment alongside the Pre-Submission Local Plan between February and March 2025. The consultation responses on the Pre-Submission Local Plan and this IA Report will be reviewed and considered before the plan is submitted for examination.

LUC

January 2025

# References


1 As outlined in the Central Lancashire Authorities' Local Development Scheme (2024), the decision was taken to no longer undertake a second round of Regulation 18 consultation. Available online at: https://centrallocalplan.lancashire.gov.uk/media/1341/central-lancashire-local-plan-lds-2024-2026.pdf

2 Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2024) Collection: Planning practice guidance. Available online at: https://www.gov.uk/government/collections/planning-practice-guidance

3 HM Government (2023) Levelling-up and Regeneration Act. Available online at: https://www.legislation.gov.uk/ukpga/2023/55

4 The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007 (2007) SI No. 2007/1843. TSO (The Stationery Office), London.

5 The Conservation of Habitats and Species Regulations 2017 (2017) SI No. 2017/1012, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579), TSO (The Stationery Office), London.

6 Central Lancashire Authorities (2019) Integrated Assessment Scoping Report. Available online at: https://centrallocalplan.lancashire.gov.uk/media/1115/iteration-2-of-ia-scoping-report-following-consultation.pdf

7 IA objective 16 was divided into two parts (a and b) so that the topics of landscape and heritage could be considered separately.

8 Central Lancashire Authorities (2022) Preferred Options - Part One Consultation. Available online at: https://centrallocalplan.lancashire.gov.uk/media/1194/central-lancs-part-1-prefererd-options-final-dec-22.pdf

9 Strategic Planning Research Unit at DLP Planning (2024) Central Lancashire Housing Study Update.

10 BE Group (2024) Central Lancashire Employment Land Study – Land Supply and OAN Update 2024.

11 Central Lancashire Authorities (2024) Site Selection Process.

12 Ministry of Housing, Communities and Local Government (December 2024) National Planning Policy Framework.

13 Department for Levelling Up, Housing and Communities (2023) National Planning Policy Framework, paragraph 15. Available online at: https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf

14 Department for Levelling Up, Housing and Communities (2024) Planning Practice Guidance.

15 Homes England (2020) Building for a Healthy Life. Available online at: https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

16 The updated PPG clarifies that this requirement of the NPPF is to be applied “where most of the development arising from larger scale developments proposed in the plan will be delivered well beyond the plan period and where delivery of those developments extends 30 years or longer from the start of the plan period”. Furthermore, where this requirement applies “the authority will need to ensure that their vision reflects the long-term nature of their strategy for the plan or those larger scale developments. It is not anticipated that such visions would require evidence in addition to that already produced to support the plan”.

17 Under the July 2024 draft changes to the NPPF the terms ‘beautiful’ and ‘beauty’ are to be removed from many parts of national planning guidance. However, the text of the NPPF will still support planning policies and decisions that contribute to and enhance the intrinsic character and beauty of the countryside.

18 Ministry of Housing, Communities and Local Government (2024) Collection – Building regulations: circulars. Available online at: https://www.gov.uk/government/collections/building-regulations-circulars

19 The campaign groups Rights Community Action and Good Law Project legally challenged the Written Ministerial Statement issued by the Conservative government in December 2023. Although the High Court dismissed the legal challenge, the High Court judgment confirms that they can do so as long as they have the evidence to convince planning inspectors.

20 UK Green Building Council (2021) The New Homes Policy Playbook. Available online at: https://ukgbc.s3.eu-west-2.amazonaws.com/wp-content/uploads/2021/01/05144257/New-Homes-Policy-Playbook-January-2021.pdf

21 Under the July 2024 draft changes to the NPPF more emphasis is placed on the identification of sites that meet the needs of a modern economy including suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics.

22 Lancashire-12 refers to 12 local authorities contained within the Lancashire County Council boundary. This area is comprised of Burnley Council, Chorley Council, Fylde Council, Hyndburn Borough Council, Lancaster City Council, Pendle Borough Council, Preston City Council, Ribble Valley Borough Council, Rossendale Borough Council, South Ribble Borough Council, West Lancashire Borough Council and Wyre Council.

23 Strategic Planning Research Unit at DLP Planning (2024) Central Lancashire Housing Study Update.

24 BE Group (2024) Central Lancashire Employment Land Study – Land Supply and OAN Update 2024.

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