

# Preferred Option Sustainability Appraisal - Piccadilly/Trafalgar Area Action Plan

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# 1 Summary and Outcomes

## Non-technical Summary

**1.1** The Sustainability Appraisal (SA) has been carried out in line with Government guidance using objectives adapted from those produced by the North West Regional Assembly. The first round of appraisals dealt with the Issues and Options put forward for public consultation and with the Options put forward in response to that consultation. The effects of these Options have been described by comparing the likely social, environmental and economic impacts. If it was considered possible that the sustainability of the Options could be improved then any measures to do this have been identified as mitigation. Chapter 5 deals with this element of the SA.

**1.2** Testing each Option against the SA Objectives will identify which options are the most sustainable and any mitigation measures that could be employed to make them more sustainable. It may be the case that the most sustainable option is not taken forward to the Preferred Option stage, as SA just has to be taken into consideration in the development of the options. If this is the case a sound justification has to be made and mitigation should be identified.

**1.3** This second round of appraisal deals with the Preferred Options that have been produced as a result of the consultation and assessment on the Issues and Options. The appraisal process used is more detailed with cumulative effects and effects over time specified. Any significant effects, positive or negative, are identified and further mitigation is suggested where possible. It has been highlighted where the effects of policies and proposals are uncertain or contain an element of risk. Chapter 6 deals with these elements of the SA.

**1.4** The Final SA Report will further appraise any changes to the policies or proposals of the Preferred Option that result from the 6 week round of consultation.

## A statement of the likely significant effects of the plan

**1.5** The issues that the Plan is going to address are complex and often inter-related. For example, poor housing stock and low prices are related to the type of housing stock and low wage economy. As a result of this the policies and proposals themselves will have to have cumulative effects and complement each other in order to address the issues.

**1.6** New housing development itself will not solve the current housing issues, as there will need to be affordable housing because of the low wage economy and a mix of housing to address the over provision of two bedroom terraces in the borough. Due to these links, the likely significant effects are difficult to predict with any certainty, and there are also other factors, such as the national housing market and government funding, that will have an impact. A change of Government policy relating to Housing Market Renewal funding for example, would have significant impacts on the delivery of the Area Action Plan (AAP).

**1.7** There is, therefore, an element of uncertainty and risk that needs to be acknowledged in predicting the likely significant effects of the Area Action Plans. A sound monitoring framework will be established, including the Annual Monitoring Report, and the AAP will be subject to a detailed review five years after adoption.

**1.8** The policies and proposals for the Piccadilly / Trafalgar AAP affect a substantial proportion of the Area, and as a result the cumulative effects of the policies are often significant.

**1.9** The positive significant effects of new housing development will be that the oversupply of 2 bedroom terraces will be addressed at a borough level due to the cumulative effects with the other AAPs. The new housing will provide a mix of types, including affordable. The standards required for new housing will ensure

that it is resource efficient and adaptable to the predicted effects of climate change. The scale of the redevelopment, including with other AAPs, will result in significant resource savings compared to current buildings as new housing and commercial development will be built to high sustainable standards.

**1.10** New development will also lead to significant adverse impacts as well. Clearance will displace existing communities, although phasing and support mechanisms will provide some mitigation. Demolition at the scale proposed, especially when considered in conjunction with other AAPs, will create large amounts of waste. Some mitigation is suggested, but there is potential to enhance it further.

**1.11** Policies relating to the natural environment and wildlife corridors will together help biodiversity, adapt to climate change and reduce fragmentation of habitats. The protection and enhancement of wildlife corridors produces cumulative effects as they will link in with other wildlife corridors across the borough.

**1.12** The overall regeneration of the Area, resulting in more homes in an attractive environment and greater employment opportunities, will probably result in increased traffic. Associated with this will be secondary impacts such as deterioration in air quality and a likely increase in congestion and accidents. Mitigation is provided that will lead to significant positive effects in term of the opportunities available for people to use more sustainable travel, such as walking, cycling, bus and rail but whether these are enough, combined with traffic management proposals, to reduce or maintain traffic volumes is uncertain. The redevelopment of Manchester Road Rail Station would have significant effects beyond the Piccadilly / Trafalgar Area, contributing towards the regeneration of the Weavers' Triangle and the town centre.

**1.13** An important effect will be that the new development, combined with social and environmental policies such as face lifting and open space provisions, is likely to lead to significant positive changes in the image and character of the Area. This is particularly relevant as the Area, and indeed the Borough, are poorly perceived. It is anticipated that these changes in image will take place over the longer term.

### Statement on the difference the process has made to date

**1.14** The first iteration of the Sustainability Appraisal on the Issues and Options informed the development of the Preferred Options in terms of policies for mitigation. Mitigation measures suggested, such as sustainable construction standards, energy efficiency advice, sustainable urban drainage and flood management, heritage protection and enhancement and sustainable transport enhancement have informed policies that will enhance the redevelopment proposals.

**1.15** In the case of sustainable transport options, Home Zones have not been used a mitigation measure, but other alternatives have been provided. A target for 10% of the predicted energy requirement for new build to come from on-site renewable energy technologies to be used has not been included in policy, directly. Although the Area is outside Flood Zones 2 and 3, there is not a specific policy relating to flooding and development, and this should be revisited. Sustainable construction standards are required to which renewables can make a contribution and the justification for the Policy also mentions renewable technologies as being important in reducing carbon dioxide emissions.

### How to comment on the report

An electronic version of this report is available at: <http://consultation.limehouse.co.uk/index.do?identifier=burnley>

Comments on this report can be made using the form provided. You can return the form using any of the methods below.

By post or in person to:

Local Development Framework

Burnley Borough Council  
Planning and Environment  
PO Box 29  
Parker Lane Offices  
Burnley BB11 2DT

Email to:

[ldf@burnley.gov.uk](mailto:ldf@burnley.gov.uk)

Fax to:

01282 477275



## 2 Appraisal Methodology

### Approach adopted to the SA

**2.1** The guidance provided by Government: 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (Office of the Deputy Prime Minister, 2005), has been followed in undertaking the Sustainability Appraisal. Sustainability Objectives have been derived from those used by the North West Regional Assembly, but adapted to local circumstances. The Sustainability Objectives were adopted in the Scoping Report, July 2006.

### When the SA was carried out

**2.2** The first iteration of the Sustainability Appraisal was undertaken between October and December 2007 after a period of consultation on the Issues and Options, to inform the development of the Preferred Options. Appraisal of the Preferred Option was undertaken between December 2007 and January 2008.

### Who carried out the SA

**2.3** The Sustainability Appraisal was undertaken by the Council's Principal Planner (Environment), based in the Policy and Environment Team.

### Who was consulted, when and how

**2.4** The results of the SA of the Options were provided to the inter-departmental Area Action Plan Group (AAP) (Appendix 1) for review alongside the results of the consultation on the Issues and Options. Due to timescales and resources it was not possible to release the Options SA alongside the Options Reports for informal consultation. This does not appear to have had a detrimental effect on the consultation as a wide range of responses were made to the consultation. The results of the report have had a definite impact on the AAP Preferred Options as well, with many of the recommendations for mitigation being taken forward ('Statement on the difference the process has made to date').

**2.5** This Preferred Option SA Report will be consulted on as part of the the formal pre-submission participation for Development Plan Documents over a 6 week period from 19 February to 31 March 2008. The Report will be made available in the Council Planning Offices, Council Contact Centre, main library and on the website. Copies will also be made available at public consultation events that will be held during the consultation period. Key organisations will be sent copies of the Report with the Area Action Plan Preferred Option.

### Difficulties encountered in compiling information or carrying out the assessment

**2.6** The scale at which data is available presented some difficulties in assessing the Options in the first iteration of the Sustainability Appraisal. Many of the options presented are at a street level, i.e. sub-Super Output Area or Ward level, so inferences had to be made from the data available. At this Preferred Option stage of the process, this is less of an issue and the Proposals presented are considered on the basis of the effects they will produce, and also the cumulative and synergistic effects they will produce in relation to other Proposals. These combined Proposals are more likely to produce effects that can be predicted and measured at a neighbourhood, AAP or often Borough level, using the data available.



## 3 Background

### Purpose of the SA and the SA Report

**3.1** "The purpose of Sustainable Appraisal is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of...new or revised Development Plan Documents" (*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*, ODPM, p.13, 2005).

**3.2** In the context of the Area Action Plan, this means that the options / policies / proposals presented should aim to provide a balance between social, environmental and economic considerations, with the aim of addressing any issues that currently exist and can be considered unsustainable. Testing each option / policy / proposal against the SA Objectives will identify those which are the most sustainable, and any mitigation measures that could be employed to make them more sustainable. However, it may be that the most sustainable option is not taken forward to the next stage, as SA just has to be taken into consideration in the development of the options. For example, it may be seen that a development on a green field site would be justifiable in terms of the social and economic outcomes. If this is the case, a sound justification has to be made and mitigation should be identified.

### Plan objectives and outline of contents

**3.3** The objectives of the Area Action Plan are set out in 2 'Appendix 2 - Area Action Plan Objectives'. A full description and justification of the objectives can be found in the "Piccadilly / Trafalgar Area Action Plan - Preferred Options Report, Part 1- Context and Vision, The Context and Spatial Strategy, Objectives".

**3.4** The Preferred Option Report is in the following sections:

1. The Context and Vision - this outlines the spatial strategy and how the AAP has developed so far.
2. The Preferred Option Policies and Proposals - these are described under several issues. Options that have not been taken forward are also noted.
3. Delivery of the Preferred Option - how the implementation will be phased, funded and monitored. Local Plan policies that are superseded are referenced.
4. Next Steps - how the Plan will be consulted on and how this Report affects the Plan.

### Compliance with the SEA Directive/Regulations

**3.5** The Sustainability Appraisal guidance has been followed in respect of compliance with the requirements of the Strategic Environmental Assessment (SEA) Directive. The quality assurance checklist has been followed and aspects relevant to compliance with the SEA Directive have been highlighted within this document for clarity, as indicated by: **SEA**



## 4 Sustainability objectives, baseline and context

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

#### SEA

**4.1** The links with other policies, plans and programmes are detailed in the Scoping Report. These have been taken into account through the Sustainability Appraisal Objectives.

**4.2** Since the approval of the Scoping Report the following changes have occurred which are of relevance:

- Regional Spatial Strategy: the RSS has been through Examination in Public and the Panel Report produced. The RSS is expected to be approved early in 2008.
- Burnley Local Plan: this was adopted in April 2006 but the Economy and Work Chapter has been subjected to a legal challenge. The legal challenge has no direct bearing on the production of the AAP.
- The Sustainable Community Strategy - Burnley's Future: this has been revised and reissued in 2007. The challenges identified in the SCS are across the Borough as a whole, and therefore may not fully apply to the AAP. However, the issues identified in the AAP do correspond to the opportunities and challenges identified in the SCS.

### Description of the social, environmental and economic baseline characteristics and the predicted future baseline

#### SEA

##### Social

Piccadilly/Trafalgar area is mixed in terms of tenure and contains 2 residential care homes. Most of the housing in the area is terraced property built before 1919 with about half of this being small 2 up/2 down houses with no garden.

The age profile of the population is very similar to that of the country as a whole but there is a significantly higher proportion of the population with a limiting long-term illness.

There is one school in the area. This is Holy Trinity Church of England Primary School on Raglan Road. The Parish Rooms at this school and those at St Matthew's Church Hall are available for community use and the Vanguard Centre off Bevington Close offers a wide range of community activities. There are 2 children's day nurseries in the area.

The area contains several areas of open space of varying quality. The Vanguard Community Park contains a children's play area and ball court and is fairly well used. In Piccadilly, the open spaces are generally clustered along Piccadilly Road and include Piccadilly Gardens, which has a ball court, skate ramp and zip ride. This is of good quality and is well used. Jessie's Park includes a children's play area but is poor in terms of quality. The area adjoins Scott Park which is a high quality, formally laid out Victorian town park.

Manchester Road and Trafalgar Street connect to the wider road network, including M65. Other key routes within the area are Coal Clough Lane and Burnham Gate. Manchester Road Station is located within the area and provides an hourly fast service to Leeds/Bradford and Preston/Blackpool North. The area is well served by bus routes connecting it to the town centre, other centres of employment and Burnley bus station. The area is largely within walking distance of the town centre.

### **Environmental**

This area is mainly residential. To the south is Scott Park, a well-designed Historic Park with a range of recreational amenities such as tennis courts and bowling greens. There are several listed buildings in Piccadilly and a locally listed sculpture set into a house wall on Shakespeare Terrace, Albion Street.

### **Economic**

There are no significant employment uses in the Piccadilly/Trafalgar area. Residents tend to be dependent on jobs outside the area. Although levels of unemployment are relatively low, economic activity levels and the number benefit claimants highlight a community with low wage levels and low levels of participation in the labour market.

## **Main social, environmental and economic issues and problems identified**

### **SEA**

#### **Social**

Housing market decline is resulting in high vacancy levels with some streets demonstrating whole scale abandonment. Steep gradients and unstable ground conditions combined with the density of existing development and the lack of suitable sites makes new development difficult. The quality of some open spaces is below standard.

Adult skill levels are low and there are above average rates of crime and anti social behaviour.

The levels of public transport services are reduced in the evenings and on Sundays in some areas. There are significant physical barriers to walking into the town centre and this is compounded by the topography of the area acting as a deterrent to walking and cycling.

#### **Environmental**

Vacant and poor condition properties have contributed to abandonment and speculative investment. Anti social behaviour is an issue, including vandalism to properties and unauthorised tipping. The neglected state of Jessie's Park or Jessie's Field detracts from the surrounding area. The physical barrier of the rail line restricts movement to the north.

#### **Economic**

There is a continuing decline in manufacturing employment and high youth unemployment. Fewer people work in managerial, professional and administrative roles than the Borough average. Low car ownership levels could affect the ability of people to travel to work.

## **Limitations of the information and assumptions made**

### **SEA**

**4.3** As highlighted in 'Difficulties encountered in compiling information or carrying out the assessment' above, the main limitation of the information was that it could only be gathered at AAP level, not at Option level. However, the 'Critical Friend' report uses the following description of the information gathered: "In terms of the survey evidence base, and the general background knowledge of each AAP, the Council has produced a prodigious amount of information." ('Burnley Borough Council Area Action Plans, Issues and Options Stage: Assessment of Soundness', POS Enterprises, May 2007, p.23).

**4.4** Therefore, we can be confident that the evidence gathered in relation to the AAP as a whole will be suitable for purpose. In this Preferred Option, the SA will be able to use the information to predict any potential cumulative, secondary or synergistic effects across the AAP as a whole.

**4.5** It has to be taken into account that circumstances will change during the process of preparing the AAP which may not be reflected in baseline information and other statistics for some time.

### **The SA framework, including objectives, targets and indicators**

**4.6** The Sustainability Appraisal objectives and indicators are listed in 3 'Appendix 3 - Sustainability Appraisal Objectives and Indicators'. These have been consulted on in the Scoping Report.



## 5 Plan issues and options

### Main strategic options considered and how they were identified

#### SEA

**5.1** The issues and options identified have been developed on the back of a history of work with local communities including work with residents groups, schools, the Piccadilly / Trafalgar Panel, area workers, local agencies and Citizens' Panels. This wealth of information was used to create three land use based "Area Action Plan" Options during 2004. Following the introduction of the Planning and Compulsory Purchase Act 2004 Burnley Borough Council prepared a Local Development Scheme. Following discussions with Government Office about how the new Local Development Framework could help deliver housing market renewal it was agreed that work on the Area Action Plans should start afresh and that these would be the first documents to be prepared under the new planning system. In the case of Piccadilly / Trafalgar, these would be based on the existing draft Preferred Options.

**5.2** Extensive local consultation took place in January – March 2005 and comments received were analysed to produce a draft preferred option which was circulated for comments in a booklet form to all households in the area in July 2005. This draft preferred option formed the basis of the Piccadilly / Trafalgar element of the Elevate Scheme Update.

**5.3** The Options identified in the Issues and Options Consultation Report in July 2006 incorporated the information gathered from above, together with the feed back from the Draft Preferred Options consultations, and other updated sources of information such as the work on the neighbouring Weavers' Triangle and Manchester Road station as part of the Town Centre master plan.

**5.4** From the process described above, the main issues identified related to housing market renewal, anti-social behaviour and accessibility. The Options for change described below are seen as those most likely to address these issues, and in particular it is felt that if anti-social behaviour and accessibility can be dealt with, then this will support housing market renewal.

**5.5** Within the AAP 5 Areas and 6 Routes were identified where there are opportunities for change. For each of these Areas and Routes a number of possible Options have been described as Consultation Options, which were then put out to public consultation. The response to the public consultation resulted in further Options being put forward for 3 Areas and 1 Route, with an additional new Route being proposed.

#### Area 1

##### RAGLAN ROAD/MONTAGUE ROAD/ALBION STREET / ST MATTHEWS STREET

Consultation Options

#### Area 1 Option 1

##### Remodelling

The central grid of terraces around Grange Street / Pritchard Street / Herbert Street will be targeted for remodelling. This could include, for example, limited clearance to create gardens, parking, or semi private open space at the rear of properties, face lifting and Home Zones. There will be concentrated action

through neighbourhood management to tackle ongoing issues around anti social behaviour, and to develop social enterprise initiatives employing local residents to refurbish vacant properties and to bring them back into use.

### Area 1 Option 2

#### **Demolition and Redevelopment**

The central grid of terraces around Grange Street / Pritchard Street / Herbert Street will be targeted for clearance to provide a redevelopment site for new housing development.

### Area 1 Option 3

#### **Little Change**

Some limited face lifting work will be undertaken on targeted terraced blocks along Raglan Road, St Matthew's Street and Albion Street, and the internal terraced streets in the central grid area will remain unchanged.

### Area 1 Option 4

#### **This proposes no changes to the area.**

This proposes no changes to the area.

Options Submitted as a Response to Consultation

### Area 1 Option 5

Some houses to be remodelled for elderly/disabled occupants.

### Area 1 Option 6

Needs some open space, gardens, and a play area.

## Area 2

### **PICCADILLY ROAD – STARKIE STREET/EVERY STREET/ ALBION STREET / RAILWAY EMBANKMENT**

Consultation Options

#### Area 2 Option 1

##### **Demolition and Redevelopment**

There will be significant, large scale housing clearance to provide a substantial and high quality site for new housing development. Jessie's Park will be redesigned and possibly relocated to provide a new play area and open space facility as an integral part of the new housing estate. There will be some proposals for limited improvements to properties on the perimeter of the area such as Sefton Terrace (provision of rear gardens / parking space), Albion Terrace, Albion Street and Piccadilly Road. A car parking / landscaped area will be provided on land at the rear of 36-48 Albion Street.

#### Area 2 Option 2

##### **Limited Demolition and New Housing**

Housing clearance will be limited to the areas of greatest housing problems, around Austin Street, Willis Street and Piccadilly Road, and this area together with the former cleared site at Jessie's Park area will provide a site for new housing development.

#### Area 2 Option 3

This proposes no changes to the area.

Options Submitted as a Response to Consultation

#### Area 2 Option 4

Total remodel of area.

### Area 3

#### COAL CLOUGH LANE/RAGLAN ROAD/HOLY TRINITY PRIMARY SCHOOL / WELDON STREET

Consultation Options

#### Area 3 Option 1

##### New Housing and Face Lifting on Key Routes

The vacant site between Raglan Road and Grant Street (back Queensberry Road), together with the vacant garages and short terrace on Raglan Road will be identified for new housing development. The area also will benefit from limited face lifting along principle through routes and the edges of the Piccadilly Area, including properties on Coal Clough Lane, Queensberry Road, Grant Street and Buccleuch Street.

#### Area 3 Option 2

This proposes no changes to the area.

### Area 4

#### PALATINE SQUARE CONSERVATION AREA

Consultation Options

#### Area 4 Option 1

##### Heritage Led Improvements

The Conservation Area will be enhanced as part of a heritage led regeneration initiative for the area, including refurbishment of terraces on Piccadilly Road and Carlton Road, and reinstatement of the rear wall at Palatine Square.

#### Area 4 Option 2

This proposes no changes to the area.

Options Submitted as a Response to Consultation

### Area 4 Option 3

Improvement needed to walls at the front of Palatine Square.

## Area 5

### MANCHESTER ROAD STATION AREA

Consultation Options

### Area 5 Option 1

Major investment to provide high quality passenger facilities and ticket office, bus stops and service linking the station with the town centre, bus station and Burnley Central Station and a direct rail service linking Burnley to Manchester Victoria via Todmorden.

### Area 5 Option 2

This proposes no changes to the area.

## ROUTE A

### RAIL LINE

Consultation Options

### ROUTE A Option 1

#### Improvements to the Rail Line

The rail service to Manchester will be improved through the provision of a direct service via Todmorden. The unauthorised tipping along the railway embankment will be tackled and environmental enhancements undertaken to improve the wildlife corridor, and link it to neighbouring open spaces.

### ROUTE A Option 2

No changes are proposed.

## **ROUTE B**

### **PEDESTRIAN/CYCLE LINKS TO THE TOWN CENTRE**

Consultation Options

#### **ROUTE B Option 1**

##### **Environmental Enhancements and Traffic**

Management Improvements. Pedestrian and cycle access to the town centre will be improved on a range of routes through environmental enhancements and improved traffic management.

#### **ROUTE B Option 2**

No changes are proposed.

Options Submitted as a Response to Consultation

#### **ROUTE B Option 3**

A route via Starrkie Street to Accrington Road then to the town centre.

## **ROUTE C**

### **STARKIE STREET - BACK GRANT STREET PEDESTRIAN ROUTE**

Consultation Options

#### **ROUTE C Option 1**

##### **Close off Pedestrian Access**

Close off pedestrian access to provide a safer environment around Weldon Street/Grant Street.

#### **ROUTE C Option 2**

No changes are proposed.

**ROUTE D**

**COAL CLOUGH LANE**

Consultation Options

**ROUTE D Option 1**

Undertake pedestrian enhancements and landscaping to improve the environment around the shops on Coal Clough Lane.

**ROUTE D Option 2**

No changes are proposed.

**ROUTE E**

**MANCHESTER ROAD, TRAFALGAR STREET, BURNHAM GATE**

Consultation Options

**ROUTE E Option 1**

Gateway improvements.

**ROUTE E Option 2**

No changes are proposed.

**ROUTE F**

**PARISH ROOMS, HOLY TRINITY SCHOOL**

Consultation Options

**ROUTE F Option 1**

Improve the Parish Rooms for community use.

**ROUTE F Option 2**

No changes are proposed.

Options Submitted as a Response to Consultation

**ROUTE G**

**MANCHESTER ROAD TO COAL CLOUGH LANE**

**ROUTE G Option 1**

A new cycle route to be created on the south side of the rail line.

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

**SEA**

See Appendix 4 for the full Sustainability Appraisal.

**AREA 1**

**Consultation Options**

Option 1 presents the greatest range of benefits across social, environmental and economic themes, compared with Options 2, 3 and 4. There are uncertainties relating to the environmental standard of the remodelling.

Option 2 presents a number of negative issues, in comparison with the other Options. The potential use of compulsory purchase orders removes positive community involvement and demolition would result in loss of latent energy within the building fabric and waste to landfill. There are also a number of uncertainties with respect to the impact on the built character of the area and displacing the existing community.

Compared to Option 1, Option 3 has fewer benefits. However, it does not have the same negative aspects as Option 2. Uncertainties exist in relation to whether buildings not being face lifted would deteriorate and whether the targeted aspect of the Option could lead to resentment from those members of the community not directly benefiting. Face lifting will not benefit the energy efficiency of the house.

There are a larger number of uncertainties with Option 4 compared to the other Options. These relate to whether or not the housing and social conditions will improve or deteriorate without intervention.

#### Options Submitted as a Response to Consultation

Option 5 produces a small number of benefits relating to health, community cohesion, vulnerable people, and the range of housing available. It could be considered that this suggestion could be incorporated within Option 1 as both entail remodelling.

Option 6 has similar negative and uncertain impacts to Option 2, although these will be on a smaller scale as the clearance required will only be limited. There is benefit relating to access to open space. Uncertainties exist in relation to the design and function of the open space, which have potential to be positive.

#### AREA 2

##### Consultation Options

The main differences between the impacts of Options 1 and 2 are in terms of scale as Option 1 proposes more demolition. This would result in greater amounts of loss of latent energy within the building fabric and waste to landfill and more compulsory purchase orders. The range of benefits is similar but would again vary in terms of scale of impact between the two Options. Apart from these differences of scale, Option 2 would see the loss of a local open space. Uncertainties exist for both these Options in relation to the impacts on the built environment and displacing existing communities.

There are a larger number of uncertainties with Option 3 compared to the other Options. These relate to whether or not the housing and social conditions will improve or deteriorate without intervention.

#### Options Submitted as a Response to Consultation

A total remodel under Option 4 would have fewer positive outcomes than Options 1 and 2 as there are benefits related to new housing because of the building standards required. The reuse of existing buildings would bring alternative benefits, however, and fewer negative outcomes as there would be no requirement for compulsory purchase orders, or demolition resulting in loss of embedded energy and creation of waste for landfill.

#### AREA 3

##### Consultation Options

Option 1 will produce some limited benefits in terms of improving the built environment and townscape. There are uncertainties as to whether this level of intervention would be enough to halt the decline in housing and whether social conditions will improve or deteriorate without intervention. Option 2 proposes no changes which produces a number of uncertainties relating to whether or not the housing and social conditions will improve or deteriorate without intervention.

#### AREA 4

##### Consultation Options

Option 1 would provide some benefits across the themes, but only in relation to enhancement of the built environment. As the buildings in this area are in relatively good condition these proposals could lead to resentment within the community. No change, as proposed in Option 2, would not provide any benefits but there are a number of uncertainties relating to whether or not the housing and social conditions will improve or deteriorate without intervention. As the housing quality in Area 4 is generally considered to be good, any uncertainties that could potentially lead to negative issues could be considered less of a threat.

#### Options Submitted as a Response to Consultation

Option 3 is less extensive in its range of proposals than Option 1 and it may be considered that this is suggested as a add-on to Option 1 as there are limited positive benefits .

## AREA 5

### Consultation Options

Option 1 would result in a number of benefits, mainly economic. A study undertaken by Lancashire County Council has proposed a new station building on land adjacent to Manchester Road. This building would be constructed to high environmental standards, which would remove some of the uncertainties. The rail link via Todmorden is discussed under Route A below. The no change Option carries some uncertainties resulting from the potential for decline in the area.

## ROUTE A

### Consultation Options

Improving links to Manchester via Todmorden would result in a number of benefits, mainly economic, with a few uncertainties. The main uncertainty would be whether the link would have a detrimental impact on the town centre by providing improved access to a broader retail and leisure offer. If no changes were implemented continued fly-tipping would have a detrimental impact on the image of the town.

## ROUTE B

### Consultation Options

Accessibility improvements for leisure, work and amenities would be gained from Option 1. There are uncertainties about the impacts on health and changing transport modes but this is due to indicators not being available that would show a direct causal link. Option 2 proposes no changes which would result in some uncertainties about safety if traffic volumes increase and the availability of services as the result of other Options.

### Options Submitted as a Response to Consultation

Option 3 provides very similar results to Option 1, the only difference being the proposed route.

## ROUTE C

### Consultation Options

Option 1 presents a limited number of benefits for a very localised area. The impacts of no change are uncertain as there are no indicators relating to crime or fear of crime at this scale.

## ROUTE D

### Consultation Options

Accessibility, safety and the quality of the townscape would be improved though Option 1. These issues become uncertain with the no change proposals under Option 2 as there are no indicators at this scale to determine any trends, but there is the potential for deterioration.

## ROUTE E



### Consultation Options

Option 1 would offer the benefit of improving an important gateway into the town, but there are uncertainties over the impact on the (designated) built environment. No change under Option 2 could lead to a deterioration in visual amenity although this is uncertain.

#### ROUTE F

##### Consultation Options

Option 1 would produce a several benefits for the local community. There are no predicted impacts as a results of Option 2, no change.

#### ROUTE G

##### Options Submitted as a Response to Consultation

A new cycle route proposal would increase opportunities for walking and cycling. There are uncertainties as other potential benefits would be dependent on other routes being implemented.

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

**5.6** The "Piccadilly / Trafalgar Area Action Plan - Preferred Option Report, Appendix 1 - Options Evaluation" describes how the sustainability issues that have been identified in the Area, through the Scoping Report, Interim Sustainability Report and other supporting material, have been used to reach the preferred option.

### Other options considered, and why these were rejected

**5.7** For some areas within the AAP more than one Option was considered and as a result of the evaluation process some of these have not been taken forward. The justification for rejecting these Options is described in the "Piccadilly / Trafalgar Area Action Plan - Preferred Option Report, Part 2 - Preferred Option Policies and Proposals, Options not being taken forward".

### Any proposed mitigation measures

#### SEA

##### AREA 1

Different mitigation measures apply to the different proposals for Area 1.

##### Consultation Options

For remodelling (Option 1) there are no predicted negative impacts. There are uncertainties which can be mitigated through enhancements to the proposals, to try and ensure a more positive impact. Any work undertaken should be done to a high environmental specification aimed at reducing the energy requirements of the building. This would result in lower energy bids, for lower income families possibly, and a warmer, healthier environment in which to live. If this is not undertaken through remodelling then the area could be targeted for energy efficiency grants. Alley gating would be a further measure to help reduce crime and fear of crime, as has been demonstrated elsewhere in the town.

Demolition and redevelopment (Option 2) has a number of uncertainties and negative aspects that could be mitigated against. New buildings should be designed to be sympathetic to, and enhance, the surrounding townscape, including the adjacent Conservation Area. There is potential for a Home Zone to be built into a

new development, improving road safety and accessibility. A proportion of the new housing should be made affordable so that the existing community is not displaced completely. A high degree of consultation and engagement will be required with the community as the proposals may require the use of compulsory purchase orders. As all the properties would be new build, there is opportunity to mitigate against the loss of the original buildings by reusing some of the original materials, building to a high environmental standard (Code for Sustainable Homes Level 4), including sustainable urban drainage and renewable energy provision where practical.

Option 3, 'Little Change', is difficult to identify mitigation measures for as the impacts are uncertain as they depend on the function of the housing market to a large degree. It is impossible to predict if face lifting the properties on the perimeter of the grid would lift the local market to such a degree that regeneration of the internal properties would follow. Mitigation could take the form of face lifting all the properties in the area but this would change the scale of the Option to a large degree. Any face lifted properties could also be targeted for energy efficiency either as part of the face lifting or with grants.

#### Options Submitted as a Response to Consultation

Remodelling for the elderly and disabled (Option 5) could be seen as an enhancement of Option 1, and as such those mitigation measures should be applied. In addition, household security measures could be further enhanced as the housing would be for vulnerable residents.

The impacts of creating open space areas (Option 6) can be mitigated through design, including use of native species and sustainable urban drainage systems, to ensure that the areas complement the built environment, increase biodiversity and reduce flooding.

## AREA 2

### Consultation Options

Demolition and redevelopment at either scale has a number of uncertainties and negative aspects that could be mitigated. New buildings should be designed to be sympathetic to, and enhance, the surrounding townscape, including the adjacent Conservation Area. There is potential for a Home Zone to be built into a new development, improving road safety and accessibility. A proportion of the new housing should be made affordable so that the existing community is not displaced completely. A high degree of consultation and engagement will be required with the community as the proposals may require the use of compulsory purchase orders. As all the properties would be new build, there is opportunity to mitigate against the loss of the original buildings by reusing some of the original materials, building to a high environmental standard (Code for Sustainable Homes Level 4), including sustainable urban drainage and renewable energy provision where practical. As Piccadilly Gardens and Scott Park are nearby this still provides suitable open space provision even with the loss of Jessie's Park (Option 2).

#### Options Submitted as a Response to Consultation

A total remodel of the Area has been proposed but the details provided are limited so there are several mitigating measures that can be explored. The creation of a social enterprise employing residents to work on refurbishment, as proposed in another Option, would provide economic benefits. Home Zones would improve pedestrian movement and restrict the movement of non-local motorised traffic. Remodelling should be undertaken to a high environmental standard to ensure resource efficiency. Improvements to the heating and insulation in properties could lead to additional health benefits. If this is not undertaken through remodelling the area could be targeted for energy efficiency grants. Remodelling should include improved security measures. The creation of gardens and semi-private open space could lead to improved community relations. New housing or conversion to open space should be put forward for vacant land.

## AREA 3

#### Consultation Options

It is difficult to identify mitigation measures for Option 1 as the impacts are uncertain as they depend on the function of the housing market to a large degree. It is impossible to predict if face lifting the properties on the key routes would lift the local market to such a degree that regeneration of the internal properties would follow. Mitigation could take the form of face lifting all the properties in the area but this would significantly change the scale of change in the Option. Any face lifted properties could also be targeted for energy efficiency either as part of the face lifting or with grants.

#### AREA 4

##### Consultation Options

None required.

##### Options Submitted as a Response to Consultation

The improvements to the front walls should be undertaken as part of a larger range of measures across the wider area to reduce the likelihood of resentment from other sectors of the community.

#### AREA 5

##### Consultation Option

The first stage of the SA suggested mitigation in the form of high environmental construction standards if a new building was required. A study undertaken by consultants on behalf of Lancashire County Council has concluded that new station building was the best option and that high environmental building standards should be used.

#### ROUTE A

##### Consultation Option

There is potential for improvements to the rail line to have a detrimental impact on the town centre. Mitigation is beyond the scope of this AAP and the possibilities of the impacts should be taken into account in regeneration work relating to the town centre.

#### ROUTE B

##### Consultation Option

To ensure that the most appropriate routes are chosen there should be suitable levels of community consultation when deciding on which routes to improve and implement.

##### Options Submitted as a Response to Consultation

None required.

#### ROUTE C

##### Consultation Option

Alternative routes should be waymarked if the pedestrian access is closed.

#### ROUTE D

Consultation Option

None required.

ROUTE E

Consultation Option

Improvements to the gateway should be complementary to and enhance the surrounding townscape so as not to detract from any listings or designations. Involvement of the community in designing any gateway features could help to foster a sense of ownership.

ROUTE F

Consultation Option

None required.

ROUTE G

Options Submitted as a Response to Consultation

To ensure that the most appropriate routes are chosen, there should be suitable levels of community consultation when deciding on which routes to improve and implement. Implementation should be linked to other routes to maximise benefits.

## 6 Plan policies

### Significant social, environmental and economic effects of the preferred policies

#### 6.1 SEA

##### Policy PT H 1

##### PT H1: NEW HOUSING DEVELOPMENT

**The Area Action Plan makes provision for 147 houses in the period 2006 - 2021.**

Significant positive effects of the Policy are:

- the general image of the Area will be enhanced which will assist in urban regeneration. Piccadilly and Trafalgar are often viewed as deprived areas with many social and environmental issues. Provision of new housing will help to remove this association and create a new neighbourhood. The effects of this are not restricted to the Area, but have wider implications for the Borough when considered alongside the other four AAP Areas. The Borough has falling population and low house prices, which, combined with other factors, leads to poor perception of the Borough. The cumulative effects of new housing and improved image across the Borough will go some way to improve the current negative perception.
- an improved range of housing will be provided as the Area is currently over provided with two bedroom terrace properties. A greater mixture of housing types will help to stabilise the housing market and reduce the number of vacant properties in the Area. This will include a provision of affordable homes. While it can be argued that many properties in the Area are affordable the quality and suitability of some of these properties is not judged to be appropriate.
- new housing will be built to standards set by the Code for Sustainable Homes, rising to the highest level by 2016, in line with current Government policy. These standards will make homes more resource efficient which will result in lower energy bills, if managed properly. This will have a significant effect as the Area has a low wage economy and many homes suffer from fuel poverty. These standards will help adaptation to the predicted effects of climate change due to design, including water efficiency.

Significant negative effects of the Policy are:

- as a greater variety of housing is introduced to the area and the market stabilises, traffic volumes and flows are predicted to increase, as more homeowners will be likely to have cars, and possibly more than one car per household. This increase in traffic will have secondary effects for local air quality and road safety for pedestrians and cyclists.
- the new development will require the clearance of existing houses. This may require the use of compulsory purchase orders and the displacement of people from their community. The cumulative scale of clearance in this area makes this particularly significant.
- clearance of buildings will result in the loss of the embodied energy that has gone in the production of the materials and the construction. This is particularly significant in this Area due to the cumulative scale of clearance.

## Policy PT H 2

### PT H2: HOUSING MIX

Across Piccadilly / Trafalgar the overall balance of different sized houses proposed in new development should address the current predominance of two bed terraced houses. This will apply equally to the market and affordable elements of residential development and must be applied as far as appropriate on all sites.

A significant positive effect of the policy is:

- a mixture of house sizes will be introduced into the Area. This will provide improved access to a range of housing which should attract a range of people into the Area leading to a mixed community.

## Policy PT H 3

### PT H3: TENURE MIX

Across the Piccadilly / Trafalgar, new housing developments over 15 units, should be mixed tenure and include an element of homes for market sale and social rent in the proportion 9:1. New development will be designed to ensure tenure blindness.

A significant positive effect of the policy is:

- access to good quality rented housing will be more available. The Area has a lower than average income per household and availability of social housing will assist by providing affordable homes.

## Policy PTY TAI 1

### POLICY PT TAI1: TARGETTED AREA INITIATIVES

Action will be taken to improve living conditions and prevent further decline in existing neighbourhoods where social and environmental problems have been identified. This will draw together existing initiatives into a coordinated package of interventions, or 'toolkit', to address specific problems.

A significant positive effect of the Policy is:

- cumulative and synergistic effects with other policies that would likely bring around changes in the image of the Area and contribute towards regeneration.

## Policy PT ENV 1

### PT ENV1: HISTORIC ENVIRONMENT

**New development must respect the character and setting of Listed Buildings and buildings of local interest. It should enhance features of existing local interest. Applicants should demonstrate in their Design and Access Statement that new development has been designed with an understanding of the area's heritage, street pattern, views, and important buildings.**

A significant positive effect of the policy is:

- the cumulative impacts of the policy will be significant due to the amount of new development that is planned. This policy will ensure that the development does not adversely effect the character of the area and enhances local heritage interest.

## Policy PT ENV 2

### PT ENV2: PALATINE SQUARE CONSERVATION AREA

**The Council will continue to safeguard the character of the Conservation Area and will review the existing Conservation Area boundary where appropriate in accordance with Local Plan Policy E14.**

A significant positive effect of the policy is:

- the continued protection of the Conservation Area will complement improvements in the Area and lead cumulative and synergistic effects with other policies that is likely to bring around changes in the image of the Area and contribute towards regeneration. These could be enhanced further by expansion of the Conservation Area.

## Policy PT ENV 3

### PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION

**The highest standards of design will be required in all new development. All new development will be required to:**

- be designed to adapt to the predicted effects of climate change;
- comply with Secure By Design standards;
- achieve a high degree of sustainable design and construction in line with the Code for Sustainable Homes. Code Level 4 will be sought for residential buildings, increasing to Code Level 6 for any planning application approved after 2016;

**New family housing will be required to:**

- **meet Lifetime Homes Standards**

**New non-residential development will be required to**

- **achieve a high degree of sustainable design and construction in line with the BREEAM standards; "Very good" will be sought for non-residential buildings, increasing to "excellent" for any planning application approved after 2012.**

Significant positive effects of the policy are:

- new development will be able to mitigate and adapt to climate change. Some of the predicted effects of climate change are that weather will become more extreme and less predictable, leading to water shortages, flooding, and increases in temperature, for example. These will place demands on buildings for water efficiency and storage and energy. Using sustainable construction standards will help to mitigate and adapt to these effects by reducing resource demand in new buildings. Cumulative effects will be significant due to the scale of new development.
- synergistic effect will occur alongside other policies, such as PT ENV3: Housing Tenure, as new social housing will be more resource efficient, reducing energy bills and the risk of fuel poverty.

#### **Policy PT ENV 4**

##### **PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE**

**Within the areas defined on the Proposals Map a programme of improvement of environmental conditions will be promoted. This programme may involve:**

- a. the refurbishment of dwellings;**
- b. environmental improvement;**
- c. tree planting work;**
- d. facelifting; and**
- e. shop front improvements.**

There are no predicted effects of this Policy that are judged to be significant. There may be significant synergistic effects with other policies, such as PT ENV1: New Housing Development and PT SIT5: Manchester Road Station Improvements, as any improvements undertaken under this Policy would help to improve the image of the Area.

## Policy PT ENV 5

### PT ENV5: GATEWAYS

**Environmental improvements will be supported and encouraged along all gateway routes, provided the proposals are of good quality design and enhance their surroundings, in accordance with Policies E21 and E22 in the 'saved' Local Plan.**

There are no predicted effects of this Policy alone that are judged to be significant. There may be significant cumulative and synergistic effects with other policies, such as PT ENV1: New Housing Development and PT ENV2 Palatine Square Conservation Area, as any improvements undertaken under this Policy would help to improve the image of the Area.

## Policy PT ENV 6

### PT ENV6: CLIMATE CHANGE AND THE NATURAL ENVIRONMENT

**Taking particular account of the climate the development is likely to experience over its expected lifetime, new development will be expected to conserve and enhance biodiversity, recognising that the distribution of habitats and species will be affected by climate change.**

A significant positive effect of this Policy is:

- biodiversity will be protected and conserved through new development. As the distribution of habitats and species is likely to change as a result of climate change, any enhancement and expansion of habitats will provide a greater chance of adaptability in the future.

## Policy PT ENV 7

### PT ENV7: WILDLIFE CORRIDORS

**This Policy is not subject to sustainability appraisal as it is in the 'saved' Local Plan.**

## Policy PT CS 1

### PT CS1: COAL CLOUGH LANE LOCAL CENTRE

**The Council will, together with partners, seek to improve the vitality and viability, environmental quality and accessibility of the Local Centre at Coal Clough Lane, in accordance with 'saved' Local Plan Policy CF11, as shown on the Proposals Map.**

Significant positive effects of the Policy are:

- local businesses will be supported and job opportunities created in an area of need, improving access to basic services.
- improvements will complement adjacent regeneration activity and produce significant cumulative effects in terms of image.

## Policy PT CS 2

### PT CS2: OPEN SPACES

**The following sites are identified as open spaces and will be protected under policies CF1, CF2 or CF3 of the 'saved' Local Plan:**

**PT CS2/1 - Starkie Street (1.02 ha.)**

**PT CS2/2 - Holy Trinity Church of England Primary School Playing Fields (0.77 ha.)**

**PT CS2/3 - Piccadilly Gardens (0.65 ha.)**

**PT CS2/4 - Vanguard Community Park (0.5 ha)**

**In addition, planning permission will not be granted for the development of open spaces which make an important contribution to the neighbourhood.**

A significant positive effect of this Policy is:

- it will contribute towards the wider regeneration of the Area by protecting access to a quality open space, which will complement and enhance new housing development on surrounding sites.

## Policy PT SIT 1

### PT SIT1: SUSTAINABLE TRAVEL

**The redevelopment of Piccadilly / Trafalgar will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus. The Council will encourage the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.**

A significant positive effect of this Policy is:

- access to services, jobs, leisure facilities etc, inside and outside the Area, by sustainable modes will be improved. The Area is deprived and the borough as a whole has lower than average car ownership. Alternatives to car travel will increase residents options and link to other networks outside the area, providing cumulative effects.

## Policy PT SIT 2

### PT SIT2: PUBLIC TRANSPORT PROVISION

**The Council will work with Lancashire County Council and public transport operators to ensure that high quality public transport is provided to support the redevelopment of Piccadilly / Trafalgar, including bus and rail services.**

A significant positive effect of this Policy is:

- access to services, jobs, leisure facilities etc, inside and outside the Area, by sustainable modes will be improved. The Area is deprived and the borough as a whole has lower than average car ownership. Alternatives to car travel will increase residents options and link to other networks outside the area, providing cumulative effects. The Policy supports PT SIT1: Sustainable Travel by providing details relating to a specific mode.

## Policy PT SIT 3

### POLICY PT SIT3: CYCLING NETWORK

**Cycling routes identified will be developed and protected under Policy TM7 of the "saved" Local Plan. A cycle path will be provided along Trafalgar Street from Sandygate, with a ramp up to Keppel Place, and linking into Starkie Street. A linking path to Coal Clough Lane and Accrington Road will also be created.**

A significant positive effect of this Policy is:

- access to services, jobs, leisure facilities etc, inside and outside the Area, by cycling will be improved. The Area is deprived and the borough as a whole has lower than average car ownership. Alternatives to car travel will increase residents options and link to other networks outside the area, providing cumulative effects. The Policy supports PT SIT1: Sustainable Travel by providing details relating to a specific mode.

## Policy PT SIT 4

### PT SIT4: GREEN INFRASTRUCTURE

The Council will improve the safety, convenience and attractiveness of footpaths and cycle routes across Piccadilly / Trafalgar. A strategic network of routes will be established with priority being given to those routes shown on the Proposals Map. Whenever possible and appropriate these improvements will be designed in association with local stakeholders to meet their needs and to encourage local ownership and use.

A network of "green routes" will be developed linking existing and proposed open spaces, and connecting residential areas to open spaces, Scott Park, the canal and the open countryside. The Green Routes will also link residential areas to local facilities and public transport infrastructure. The Routes will be created through environmental enhancements such as tree planting, landscaping and improvements to existing roads and footpaths for the benefit of pedestrians and cyclists. Signage and street furniture will be designed in close consultation with residents and community groups to promote the local identity of the Piccadilly/Trafalgar Green Routes Network. The Green Routes will be landscaped to encourage biodiversity, and will link into the existing Wildlife Corridors.

A significant positive effect of this Policy is:

- access to services, jobs, leisure facilities etc, inside and outside the Area, by sustainable modes will be improved. The Area is deprived and the borough as a whole has lower than average car ownership. Alternatives to car travel will increase residents options and link to other networks outside the area, providing cumulative effects. The Policy supports PT SIT1: Sustainable Travel by providing details relating to specific modes.

## Policy PT SIT 5

### POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS

Development which will improve the quality, attractiveness and safety of Manchester Road Station will be permitted, in accordance with 'saved' Local Plan Policy TM9. Such development may include provision of passenger facilities, a booking office, additional car parking, bus turning area and a taxi rank.

Funding will be sought to comprehensively redevelop Manchester Road Station in order to provide a high quality rail passenger facility. Several sites have been defined on the Proposals Map to indicate potential opportunities for possible development, as part of the new station proposals. A new station building will be designed and constructed to meet the current operational requirements and passenger needs.

**The Council will support and promote the creation of a direct rail link to Manchester Victoria Station through the re-instatement of the short section of decommissioned track in Todmorden, West Yorkshire (the "Todmorden East Curve").**

**Bus services linking the station to the town centre and other neighbourhoods will be improved, to encourage transport to the station by means other than the private car.**

**Pedestrian and cycle access from the Piccadilly / Trafalgar area and Manchester Road Station, through the Weavers' Triangle and to the town centre, will be improved through environmental enhancements and traffic management.**

Significant positive effects of this Policy are:

- access to services, jobs, leisure facilities etc, inside and outside the Area, by sustainable modes will be improved. The Area is deprived and the borough as a whole has lower than average car ownership. Alternatives to car travel will increase residents options and link to other networks outside the area, providing cumulative effects. The Policy supports PT SIT1: Sustainable Travel by providing details relating to specific modes.
- there will be effects outside the Area as the improvements will contribute significantly towards other regeneration programmes such as the Weavers' Triangle and town centre projects.

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

**6.2** The "Piccadilly / Trafalgar Area Action Plan - Preferred Option Report, Appendix 1 - Options Evaluation" demonstrates how social, environmental and economic policies have been considered in developing the policies and proposals.

## Proposed mitigation measures

### SEA

**6.3** Mitigation that was proposed in the first iteration of the Sustainability Appraisal (see 'Any proposed mitigation measures') has largely been included in the Preferred Options through the inclusion of appropriate policies. Any negative effects that do not currently have mitigation will be discussed and proposals made where appropriate.

### Policy SWB H 1

#### PT H1: NEW HOUSING DEVELOPMENT

The negative effects of using raw materials in new housing could be mitigated by enhancing Policy PT ENV3: Sustainable Design and Construction (see below).

New housing is likely to increase traffic flows and volumes as more people move into the area. Policies PT SIT1-5 provide mitigation by developing and enhancing sustainable travel options and improving traffic management. However, a lack of awareness may mean that people do not use these options. Requiring developers of new housing to provide information relating to local sustainable travel may encourage more people to take fewer car journeys.

2 of the 3 of the sites are over 1 hectare in size and as such should be subject to a Flood Risk Assessment under PPS 25: Development and Flood Risk. Even though these sites are outside Flood Zones 2 and 3, they could contribute to flood risk management, reducing the chances of flooding elsewhere, by incorporating sustainable urban drainage systems. Sites under 1 hectare do not require a Flood Risk Assessment and developers are only required to use sustainable urban drainage systems (SUDS) where practicable. Across the 5 AAPs sites under 1 hectare have a cumulative total of over 6 hectares. A Development and Flooding Policy should be including to take these factors into account.

Although not covered under planning policies, the Council does have a package of measures and policies to assist residents whose homes have been subject to compulsory purchase orders (CPOs). This provides mitigation for negative effects resulting from compulsory purchase orders and displacing communities.

## Policy SWB ENV 1

### PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION

Requiring developers to use recycled or reclaimed materials that have resulted from local clearance will reduce the need for raw materials, reduce transport of raw materials and contribute towards achieving the required Code for Sustainable Homes standard.

## Uncertainties and risk

**6.4** Effects of the policies and proposals that are uncertain or have an element of risk involved will be discussed in general terms, rather than by Policy, as there can be a number of factors that influence them. Only those uncertainties that could potentially have a significant effect will be discussed.

**6.5** The effects that new development will have on adjacent retained housing areas is uncertain. It is anticipated that retained housing will be uplifted by the surrounding regeneration and through some direct intervention. If this becomes the case then the significant effects in terms of image and regeneration will become more pronounced. However, the uplift is by no means a certainty and there is the possibility that retained areas may only stabilise, or even decline. Monitoring of the TAI Areas will provide an indication of the likely effects in the short to medium term.

**6.6** An increase in the population of the Area, as a result of new housing and a revived or stabilised housing market, could increase pressure on services, such as schools, dentist's and doctor's surgeries. Although the current levels of service provision are known, the effects of new housing on population levels are not, with any certainty. Consultation with service providers should indicate whether they anticipate that any problems will occur in the longer term.

**6.7** Successful regeneration of the Area is likely to lead to increased traffic flows and volumes. Providing access to alternatives to reduce car use provides mitigation but there is no certainty that this will be used to the extent that traffic levels are maintained or decreased. Some further mitigation has been suggested (see 'Proposed mitigation measures', Policy PT H1: New Housing Development) to ensure a positive outcome. If traffic volumes and flows do increase there may also be secondary effects, such as a deterioration of local air quality and an increase in road accidents.

**6.8** Outside Flood Zones 2 and 3, new developments of less than 1 hectare are not required to have a Flood Risk Assessment, but should use sustainable urban drainage systems (SUDS) where practicable. Although there is only one site less than 1 hectare in this Area, the cumulative total of sites across all 5 Areas is greater than 6 hectares. The effects of these developments on flood management are uncertain, as SUDS may not be included, and as such this carries a certain amount of risk.

**6.9** The outcomes of the Targeted Area Initiatives are difficult to predict with any certainty as, to a large extent, they can depend on human behaviour. This is recognised within the flexible nature of the Policy, with a 'Toolkit' of initiatives being provided in a coordinated manner to tackle the social and environmental issues.



## 7 Implementation

### Links to other tiers of plans and programmes and the project level (EIA, design guidance etc.)

#### SEA

The following plans and programmes are of relevance to the AAP at project level:

- Burnley Local Plan - Second Review
- Piccadilly and Trafalgar Heritage Appraisal
- Housing Market Assessment
- Strategic Flood Risk Assessment
- Local Transport Plan
- Lancashire's Biodiversity Action Plan
- Joint Lancashire Structure Plan
- Elevate HMR
- Strategic Plan
- Burnley Borough Council Cycling Strategy 2003 - 2007
- Economic Development Strategy for Burnley
- Cultural Strategy
- Burnley's Future 2007 - 2017: the sustainable community strategy for Burnley
- A Home Energy Strategy for Burnley, 2004 - 2007
- An Arts Strategy for Burnley, 2005 - 2008
- Burnley Tourism Strategy
- Weavers' Triangle Masterplan
- Burnley Rail Stations Feasibility Study

#### Proposals for monitoring

**7.1** Proposals for monitoring are detailed in the "Piccadilly / Trafalgar Area Action Plan - Preferred Options Report, Part 3: Delivery of the Preferred Option, Monitoring".



## 1 Appendix 1 - Area Action Plan Group

Alex Hooley, Regeneration and Economic Development  
Allison Kay-Porter, Community Engagement and Cohesion  
Andrew Leah, Property Consultancy  
Erika Eden-Porter, Planning and Environment  
Gareth Fort, Elevate  
Jenny Fern, Community Engagement and Cohesion  
Kate Thorp, Regeneration and Economic Development  
Kaye Mahoney, Community Engagement and Cohesion  
Louise Kirkup, Planning and Environment  
Margaret Rutherford, Property Consultancy  
Margaret Whewell, Planning and Environment  
Michael Wellock, Elevate  
Mohammed Butt, Planning and Environment  
Paul Gatrell, Housing  
Pete Milward, Planning and Environment  
Sarah Beilby, Regeneration and Economic Development  
Sarah Clayton, Housing  
Steve Tilly, Housing  
Sue Barker, Planning and Environment



## 2 Appendix 2 - Area Action Plan Objectives

**In order to achieve the Vision the following objectives have been identified:**

- to complement, and be complementary to, regeneration activity in the wider area;
- to create a safe, secure, welcoming and healthy local environment for all;
- to develop neighbourhoods of sufficient size, scale and density, and the right layout to support basic amenities and services;
- to seek to ensure the development and re-use of buildings that can meet different needs over time, and that minimise the use of resources;
- to secure development that meets the principles of good urban design that helps to create a sense of place and that protects and improves the built environment;
- to encourage a well-integrated mix of decent homes of different types and tenures to support a wide range of household sizes, ages and incomes that will help to create a buoyant housing market;
- to promote good public transport and other transport infrastructure within the community and linking it to the town centre and to other centres of employment;
- to foster economic growth within a more diverse and modern local economy, and improve access to employment opportunities;
- to encourage the provision of a choice of local shops and services within easy reach;
- to promote healthy lifestyles through the development of opportunities for leisure, recreation and sport;
- to exploit the regeneration and recreation potential of the Leeds - Liverpool Canal;
- to protect and enhance the natural environment, biodiversity and habitats;
- to promote a diverse, vibrant and creative local culture encouraging pride and community cohesion; and
- to seek community involvement in planning the future of neighbourhoods and in their management



### 3 Appendix 3 - Sustainability Appraisal Objectives and Indicators

Objective	Baseline information / indicator
<p><b>1. To reduce the disparities of local and sub-regional economic performance</b></p> <p>1a. Will it provide job opportunities in areas with residents most at need?</p> <p>1b. Will it reduce economic disparities within the borough and sub-region?</p> <p>1c. Will it maximise local benefit from investment?</p>	<ul style="list-style-type: none"> <li>• Income deprivation</li> <li>• GVA per head</li> <li>• Economically active people in Burnley</li> </ul>
<p><b>2. To exploit the growth potential of business sectors</b></p> <p>2a. Will it increase, and improve the quality of, employment opportunities within the borough?</p> <p>2b. Will it help to diversify the borough's economy?</p> <p>2c. Will it promote growth in key sectors of the local economy?</p> <p>2d. Will it attract new business development to the borough?</p> <p>2e. Will it help to develop the borough's knowledge base?</p> <p>2f. Will it improve physical access to employment opportunities?</p>	<ul style="list-style-type: none"> <li>• Number of knowledge based industries</li> <li>• Number of businesses in key growth areas</li> <li>• Distance travelled to work by resident population</li> <li>• Distance travelled to work by workplace population</li> </ul>
<p><b>3. To develop and market the borough's image</b></p> <p>3a. Will it support the conservation and/or enhancement of high quality built, natural and historic environments within the borough?</p> <p>3b. Will it promote the area as a destination for short and long term visitors, for residents and investors?</p> <p>3c. Will it support the aims of existing regeneration programmes e.g. Elevate, Regional Park?</p> <p>3d. Will it increase the economic benefit derived from the borough's natural environment?</p> <p>3e. Will it promote the use of locally produced goods and materials?</p>	<ul style="list-style-type: none"> <li>• Number of visitors per year to heritage sites</li> <li>• Number of Conservation Areas</li> <li>• Number of Conservation Areas that have been subject to an up-to-date character appraisal</li> <li>• Number of Conservation Areas with published management proposals</li> <li>• Statutory Listed Buildings</li> <li>• Area of Local Nature Reserves</li> <li>• Number of festivals</li> <li>• Number of overnight stays</li> <li>• Support existing regeneration schemes (indicator required)</li> <li>• Increase the economic benefit derived from the natural environment (indicator required)</li> <li>• Use of locally produced goods and materials (indicator required)</li> </ul>
<p><b>4. To deliver urban renaissance</b></p>	<ul style="list-style-type: none"> <li>• Index of Multiple Deprivation</li> <li>• Number of Conservation Areas</li> </ul>

Objective	Baseline information / indicator
<p>4a. Will it improve economic, social and environmental conditions in the most deprived areas and for the most deprived groups?</p> <p>4b. Will it improve the quality and accessibility of the built and historic environment?</p> <p>4c. Will it improve the quality, quantity and accessibility of public open space?</p> <p>4d. Will it enhance the viability and vitality of the town centres?</p>	<ul style="list-style-type: none"> <li>• Number of Conservation Areas that have been subject to an up-to-date character appraisal</li> <li>• Number of Conservation Areas with published management proposals</li> <li>• Area of urban greenspace</li> <li>• Number of vacant commercial properties in the town centre</li> <li>• Number of visitors to the town centre</li> </ul>
<p><b>5. To deliver rural renaissance</b></p> <p>5a. Will it support rural diversification?</p> <p>5b. Will it support and encourage the growth of rural businesses?</p> <p>5c. Will it retain and promote access to local services?</p>	<ul style="list-style-type: none"> <li>• Number of rural enterprise schemes, processing and marketing grants and vocational training scheme grants</li> <li>• Unemployment levels rural wards</li> </ul>
<p><b>6. To secure economic inclusion</b></p> <p>6a. Will it meet the employment needs of local people?</p> <p>6b. Will it encourage business start-up, especially in underrepresented groups?</p> <p>6c. Will it improve physical accessibility to jobs with the location of sites and/or public transport links being close to areas of high unemployment?</p> <p>6d. Will it reduce poverty in those areas most affected?</p>	<ul style="list-style-type: none"> <li>• Business start-up rates</li> <li>• Employment rates (as a percentage of total working age population)</li> <li>• Job Seekers Allowance claimants (as a percentage of resident working age population)</li> <li>• Improving physical accessibility to jobs (indicator required)</li> <li>• Employment deprivation</li> <li>• Income deprivation</li> <li>• Median gross weekly earnings, male and female, full-time and part-time (£)</li> </ul>
<p><b>7. To develop and maintain a healthy labour market</b></p> <p>7a. Will it address the skills gap and enable skills progression?</p> <p>7b. Will it increase the levels of participation and attainment in education?</p> <p>7c. Will it provide a broad range of jobs and employment opportunities?</p>	<ul style="list-style-type: none"> <li>• Education, skills and training deprivation</li> <li>• Percentage of school leavers undertaking Modern Apprenticeships</li> <li>• Numbers enrolling for further education</li> <li>• Number of school leavers with 5+ GCSEs at A-C grade</li> <li>• Business start-up rates</li> <li>• Percentage of employees by business sector</li> </ul>
<p><b>8. To reduce the need to travel, improve choice and use of sustainable transport modes</b></p> <p>8a. Will it reduce car and lorry traffic?</p> <p>8b. Will it increase access to opportunities for walking, cycling and use of public transport?</p> <p>8c. Will it reduce freight movement by road?</p>	<ul style="list-style-type: none"> <li>• Journey to work by usual mode of travel (percentage of all people in employment aged 16-74)</li> </ul>

Objective	Baseline information / indicator
8d. Will it improve access to and encourage the use of ICT? 8e. Will it increase safety for pedestrians and cyclists?	<ul style="list-style-type: none"> <li>• Percentage of new dwellings approved within 400m of bus stop</li> <li>• Percentage of new dwellings approved within 800m of a railway station</li> <li>• Traffic flows to and from the town centre</li> <li>• Access and use of ICT (indicator required)</li> <li>• Number of Travel Plans produced as a result of planning conditions</li> <li>• Length of cycleway (km)</li> <li>• Number of people killed or seriously injured in road accidents</li> </ul>
<b>9. To improve physical and mental health, amenity, and reduce health inequalities</b>  9a. Will it reduce premature deaths in key vulnerable groups 9b. Will it promote healthier lifestyles? 9c. Will it reduce health inequalities among different groups in the community? 9d. Will it reduce isolation for vulnerable people?	<ul style="list-style-type: none"> <li>• Health and disability deprivation</li> <li>• Life expectancy at birth (3 year rolling average)</li> <li>• Mortality in infancy: number of deaths at less than 1 year old, all maternal ages, 3 year pooled averages</li> <li>• Premature (under 75) mortality from all cancers (direct age-standardised rates (DSR) per 100,000 European Standard population figures)</li> <li>• Premature (under 75) mortality from all circulatory diseases (direct age-standardised rates (DSR) per 100,000 European Standard population figures)</li> <li>• Teenage conceptions: rates per 1000 females aged 15 to 17, 3 year pooled averages</li> <li>• Isolation for vulnerable people (indicator required)</li> </ul>
<b>10. To improve access to a range of good quality affordable and resource efficient housing</b>  10a. Will it provide for an appropriate mix of housing to meet all needs, including affordable? 10b. Will it reduce the number of unfit and empty homes? 10c. Will it support the development and operation of resource efficient housing?	<ul style="list-style-type: none"> <li>• Living environment deprivation</li> <li>• Barriers to housing and services</li> <li>• Percentage of housing completions classed as affordable homes</li> <li>• Total number of dwellings</li> <li>• Number of unfit dwellings</li> <li>• Number of vacant dwellings</li> <li>• Total number of households</li> <li>• Housing tenure</li> <li>• Types of housing</li> <li>• Number of homes meeting EcoHomes, or equivalent, good / excellent standard</li> </ul>
<b>11. To reduce crime, disorder and the fear of crime</b>  11a. Will it reduce actual levels of crime? 11b. Will it reduce the fear of crime? 11c. Will it encourage crime reduction through design?	<ul style="list-style-type: none"> <li>• Recorded crime – rate per thousand population</li> <li>• Percentage of residents who think that for their local area, over the past three years, the level of crime has got better or stayed the same</li> <li>• The percentage of residents who think that vandalism, graffiti and other deliberate damage</li> </ul>

Objective	Baseline information / indicator
	<p>to property or vehicles is a very big or fairly big problem in their local area</p> <ul style="list-style-type: none"> <li>• The percentage of residents who think that people using or dealing drugs is a very big or fairly big problem in their local area</li> <li>• The percentage of residents who think that people being rowdy or drunk in public places is a very big or fairly big problem in their local area</li> <li>• Crime reduction through design (indicator required)</li> </ul>
<p><b>12. To enable groups and communities to contribute to decision making and be involved in implementation</b></p> <p>12a. Will it identify and engage with hard to reach stakeholders?</p> <p>12b. Will it encourage wider community involvement in design, or the provision of services?</p> <p>12c. Will it enable the community to contribute to and have influence in decision-making and be involved in its implementation?</p>	<ul style="list-style-type: none"> <li>• Number of consultation events held</li> <li>• Numbers involved in consultation as a proportion of targeted population</li> </ul>
<p><b>13. To develop strong and positive relationships between people from different backgrounds and communities</b></p> <p>13a. Will it create a sense of belonging and well-being for all members of the community?</p> <p>13b. Will it support community development?</p> <p>13c. Will it improve relations between all members of the community?</p> <p>13d. Will it reduce social exclusion?</p> <p>13e. Will it reduce prejudice?</p> <p>13f. Will it promote mixed communities?</p>	<ul style="list-style-type: none"> <li>• Percentage of residents who think that for their local area, over the past three years, that community activities have got better or stayed the same</li> <li>• The percentage of residents who think that people being attacked because of their skin colour, ethnic origin or religion is a very big or fairly big problem in their local area</li> <li>• Percentage of residents who think that for their local area, over the past three years, that race relations has got better or stayed the same</li> </ul>
<p><b>14. To improve access to and use of basic goods, services and amenities for all groups</b></p> <p>14a. Will it improve access to cultural, sporting and leisure facilities including natural green spaces?</p> <p>14b. Will it improve access to essential services and facilities?</p> <p>14c. Will it improve the range and quality of cultural, sporting and leisure facilities?</p> <p>14d. Will it improve access to basic goods, promoting the use of those that are locally sourced?</p>	<ul style="list-style-type: none"> <li>• Barriers to housing and services</li> <li>• Percentage of the population that are within 20 minutes travel time (urban - walking; rural - driving) of a range of 3 different sports facility types, at least one of which has achieved a quality mark</li> <li>• Percentage of the population within 5 km of 5 basic services (doctor surgery, school/college, food shop, Post Office, bus stop)</li> <li>• Area (ha) of Local Nature Reserve</li> <li>• Percentage of residents who think that over the past three years, that cultural facilities (e.g.</li> </ul>

Objective	Baseline information / indicator
	<p>cinemas, museums) have got better or stayed the same</p> <ul style="list-style-type: none"> <li>• Percentage of residents who think that for their local area, over the past three years, that sport leisure facilities have got better or stayed the same</li> <li>• Percentage of residents who think that for their local area, over the past three years, that access to nature has got better or stayed the same</li> <li>• Percentage of residents who think that for their local area, over the past three years, that parks and open spaces have better or stayed the same</li> <li>• Access to basic goods, promoting the use of those that are locally sourced (indicator required)</li> </ul>
<p><b>15. To protect enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets</b></p> <p>15a. Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape, parks and gardens and their settings?</p> <p>15b. Will it improve access to buildings of historic/cultural value?</p> <p>15c. Will it protect and enhance the local distinctiveness of the built environment?</p>	<ul style="list-style-type: none"> <li>• Statutory Listed Buildings</li> <li>• Local Listed Buildings</li> <li>• Scheduled Ancient Monuments at risk</li> <li>• Annual number of visitors to Towneley Hall and Gawthorpe Hall</li> <li>• Number of Conservation Areas</li> <li>• Number of Conservation Areas that have been subject to an up-to-date character appraisal</li> <li>• Number of Conservation Areas with published management proposals</li> </ul>
<p><b>16. To protect and enhance the natural environment across the Borough</b></p> <p>16a. Will it protect and enhance the character and appearance of the borough's landscape and countryside maintaining and strengthening local distinctiveness and sense of place?</p> <p>16b. Will it protect and enhance the biodiversity of the borough?</p> <p>16c. Will it protect and enhance the accessibility of the landscape across the borough?</p> <p>16d. Will it protect and enhance existing designated wildlife and geological sites and species populations?</p> <p>16e. Will it protect and enhance habitats and species, provide opportunities for new habitat creation and reverse the fragmentation of wildlife corridors?</p> <p>16f. Will it encourage the development of brownfield land in preference to greenfield?</p>	<ul style="list-style-type: none"> <li>• Area (ha) and quality of Site of Special Scientific Interest</li> <li>• Number and status of species and habitat Lancashire Biodiversity Action Plans</li> <li>• Area (ha) and quality of Biological Heritage Site</li> <li>• Area (ha) and quality of Regionally Important Geological and Geomorphological Sites</li> <li>• Area (ha) of semi-natural habitat and open space</li> <li>• Woodland cover</li> <li>• Length and quality of definitive Public Rights of Way</li> <li>• Area covered (to nearest hectare) by Countryside Stewardship Grants</li> <li>• Percentage of housing completions on previously developed sites</li> </ul>

Objective	Baseline information / indicator
<p><b>17. To protect and improve the environmental quality</b></p> <p>17a. Will it reduce or manage flooding?                      17b. Will it maintain and enhance ground and surface water quality?                      17c. Will it maintain and improve local air quality?                      17d. Will it address the causal factors of poor air quality in AQMA's?                      17e. Will it reduce noise pollution?                      17f. Will it reduce the amount of derelict, contaminated, degraded, unstable and vacant/underused land?                      17g. Will it achieve the efficient use of land through appropriate density of development?                      17h. Will it protect the best and most versatile agricultural land?</p>	<ul style="list-style-type: none"> <li>• Number of objections made by Environment Agency to planning applications on basis of “risk of flooding”</li> <li>• Number of planning applications objected to on “risk of flooding” grounds that were passed</li> <li>• Biological water quality</li> <li>• Chemical water quality</li> <li>• Levels of nitrogen dioxide, sulphur dioxide and particulate matter</li> <li>• Number of noise related complaints received by Environmental Health</li> <li>• Area of derelict land</li> <li>• Reported incidences of untidy land</li> <li>• Percentage of housing completions on previously developed sites</li> <li>• Average density of dwellings on new developments</li> <li>• Area of good quality (Grade 1, 2, or 3a) agricultural land</li> </ul>
<p><b>18. To mitigate and adapt to climate change</b></p> <p>18a. Will it reduce or minimise greenhouse gas emissions?                      18b. Will it maintain water abstraction, run-off and recharge within carrying capacity?                      18c. Will it contribute to the ability to adapt to the impacts of climate change?</p>	<ul style="list-style-type: none"> <li>• Travel Plans</li> <li>• Number of planning applications with renewable energy technology included</li> <li>• Carbon dioxide emissions</li> <li>• Daily domestic water use (per capita consumption, litres)</li> <li>• Number of properties at risk from flooding</li> <li>• Number of houses reaching EcoHomes standards: existing (good), new build (Excellent)</li> </ul>
<p><b>19. To ensure the prudent use of natural resources and the sustainable management of existing resources</b></p> <p>19a. Will it minimise the demand for raw material?                      19b. Will it support the repair and re-use of existing buildings?                      19c. Will it reduce minerals extracted and imported?</p>	<ul style="list-style-type: none"> <li>• Water abstraction rates</li> <li>• Mineral extraction rates</li> <li>• Number of buildings brought into re-use (planning applications)</li> </ul>
<p><b>20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources</b></p> <p>20a. Will it minimise the need for energy?                      20b. Will it maximise the production and/or use of renewable energy?                      20c. Will it increase energy efficiency (e.g. in buildings, transport modes, etc)?                      20d. Will it minimise the use of fossil fuels?</p>	<ul style="list-style-type: none"> <li>• SAP figures for housing</li> <li>• Average annual domestic consumption of gas in kWh</li> <li>• Average annual domestic consumption of electricity in kWh</li> <li>• Amount of renewable energy generated in the Borough</li> </ul>

Objective	Baseline information / indicator
	<ul style="list-style-type: none"> <li>• Number of houses reaching EcoHomes standards: existing (good), new build (Excellent)</li> <li>• Number of planning applications with renewable energy technology included</li> </ul>
<p><b>21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates</b></p> <p>21a. Will it maximise waste recycling and reuse?</p> <p>21b. Will it minimise the production of waste?</p> <p>21c. Will it reduce the amount of residual waste to landfill?</p> <p>21d. Will it minimise environmental impact due to the location of the facility.</p>	<ul style="list-style-type: none"> <li>• Amount of waste per household: collected; recycled; composted; and landfilled.</li> </ul>



## 4 Appendix 4a - Sustainability Appraisal

++	Strongly positive impact	+	Positive impact	0	No impact or relationship	-	Negative impact	--	Strongly negative impact	?	Uncertain - Impact unknown	T	Operates at this timescale
		Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)						
<p><b>POLICY PT H1: NEW HOUSING DEVELOPMENT</b>                      Proposal PT H1/1: Land at Piccadilly Road (2 sites)</p>													
	1. To reduce the disparities of local and sub-regional economic performance	?	0	0		T							There is no indicator available to determine the number of businesses in the area.
	2. To exploit the growth potential of business sectors	0	0	0				None.					No likely effects as residential development.
	3. To develop and market the borough's image	++	0	+		T	T						New housing built to be sensitive to the character and setting of the Conservation Area will improve the image of the area. The cumulative effects will be indirect, for example increased investment, house prices in line with sub-regional levels, and visitor numbers, which would be monitored at a Borough level. An

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
								increase in the population of the Borough may also be indicative of the success of Elevate.	
4. To deliver urban renaissance	++	0	0		T		The combined effects of the redevelopment in the AAP will improve social and environmental conditions through the provision of new housing. There is also potential for the redevelopment to uplift retained housing in the Area. Redevelopment will be sensitive to the character and setting of the Conservation Area.	The predicted positive effects will be monitored through changes in house prices and the number of vacancies, for example. Social housing provision will be made which will benefit the more deprived groups. Replacement open space provision will be made that will be designed to consider the needs of young people.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
8. To reduce the need to travel, improve choice and use of sustainable transport modes	?/-	0	?		T	T	The combined effects of the redevelopment in the AAP will lead to an increase in housing numbers which, in turn, will increase traffic volumes. There could also be indirect effects on air quality in and around the AAP Area.	Redevelopment will take into account the predicted increase in traffic through careful design and by providing pedestrian and cycle routes to services and facilities, and through Policies PT SIT 1-4. There are currently no air quality issues in the AAP but it may require monitoring in future.	
9. To improve physical and mental health, amenity, and reduce health inequalities	?	0	0		T	T	New housing will lead to improved living conditions and the effects of uplift could improve conditions in adjacent retained housing, which could lead to health benefits, although this is not certain.	Any benefits would be indirect and not possible to attribute using indicators as there may be other factors, such as lifestyle, which can have an effect.	
10. To improve access to a range of good quality affordable and resource efficient housing	++	0	+		T		The combined effects of the redevelopment in the AAP will lead to an improved housing mix across the Area, which is currently over supplied with 2 bedroom terraces.	Family housing developments will be encouraged to meet Lifetime Homes Standard through the principles of sustainable design. Housing will be resource efficient as Policy PT ENV3 requires the Code for Sustainable Homes Level 4 to be met. The effects of stabilising and improving the housing market in the Borough could reduce the	

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
								number of private properties that are currently affordable. A provision for affordable or social housing will be ensured under Policy PT H3, however.
11. To reduce crime, disorder and the fear of crime	+	0	?		T		The combined effects of the redevelopment in the AAP could lead to uplift in neighbouring areas, which could indirectly reduce anti-social behaviour and enable residents to make improvements to the security of their properties.	New residential development will be built to comply with 'Secure by Design' standards. Recorded crime rates could be used as a proxy indicator for this.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0		T		Consultation has been undertaken across the AAP area on the Issues and Options and will be for this Preferred Option.	Local communities have been consulted throughout the process.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)							
Sustainability Objective	Scale			Timescale		Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)		Long (over 6 years)
13. To develop strong and positive relationships between people from different backgrounds and communities	+/?/-	0	0		T	T	<p>Although a mix of housing will lead to a more diverse community, improved relations and a sense of well being etc. cannot be ensured as a result. Monitoring of the neighbouring Targeted Area Initiative should give some indication as to community relations in the area generally.</p> <p>Clearance will result in the existing community being displaced elsewhere. People moved from cleared areas should be given assistance to relocate in the area, if appropriate.</p>
14. To improve access to and use of basic goods, services and amenities for all groups	+/?	0	?		T	T	<p>There are possible cumulative impacts for outside of the Area as the general increase in population expected as a result of new housing could place an additional pressure on some services such as doctors' surgeries and schools, if these are already at or near capacity.</p> <p>The area is well served by services and amenities being close to the town centre. A new play area will be provided. Depending on the current level of demand, an increase in local population could place additional burden on services leading to uncertainties regarding the quality of services in the longer term, or provide enough population to sustain the service.</p>

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0		T		The combined effects of the redevelopment in the AAP will lead to an enhancement of the distinctiveness of the built environment through the provision of high quality homes.	New housing adjacent to the Conservation Area will be sustainably designed and of very high quality to ensure it is sensitive to the historic character.
16. To protect and enhance the natural environment across the Borough	+	0	?		T	T	There is potential for bringing more biodiversity into the area but this is dependent on the design of the redevelopment and the links established between redevelopment areas, wildlife corridors and green routes.	Brownfield land will be used. There is potential for the design of the redevelopment to enhance local biodiversity through the provision of gardens and use of native species. Any impact will be difficult to measure at this geographical scale.
17. To protect and improve environmental quality	+/?	0	?		T	T	The combined effects of the redevelopment in the AAP Area will lead to increased traffic volumes, which could adversely effect local air quality. Redevelopment will lead to an increase in the area of hard surfaces, which will increase run-off and the risk of flooding elsewhere.	The amount of vacant land will be reduced. Redevelopment will take into account the predicted increase in traffic through careful design and by providing pedestrian and cycle routes. Redevelopment should integrate sustainable drainage systems (SUDS) to help manage flooding, which will contribute to achieving Code for Sustainable Homes Level 4.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)							
Sustainability Objective	Scale			Timescale		Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)		Long (over 6 years)
18. To mitigate and adapt to climate change	++	0	?		T	T	<p>The Code for Sustainable Homes Level 4 is required under PT ENV3. This means that water use will be reduced by 15 litres beyond current Building Regulations and greenhouse gas emissions reduced by exceeding the energy efficiency required by Building Regulations by 44%.</p>
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	+/-	0	-		T		<p>New build for redevelopment will require the use of raw materials. Lead Developers should be encouraged to use materials that are responsibly sourced as this will contribute towards achieving the Code for Sustainable Homes Level 4 as required.</p>
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	+	0	+		T		<p>The Code for Sustainable Homes Level 4 required under PT ENV3 exceeds the energy efficiency required by Building Regulations by 44%.</p>

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/1: Land at Piccadilly Road (2 sites)								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	?	0	?		T		Potential for cumulative effects in the area as more waste will be produced to increased housing numbers, although a proportion of this will be recycled by the Council.	New homes will increase the amount of waste produced in the area, although a proportion of this will be collected for recycling. Developers should be encouraged to minimise and recycle waste during construction and to integrate recycling and composting facilities in the development as this will contribute to the Code for Sustainable Homes Level 4.

Table 4.1 TABLE PTH1/1

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	?	0	0	T	T		The combined effects of the redevelopment proposals in the AAP on the population of the area could increase demand for local service	There is no indicator available to determine the number of businesses in the area.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
							businesses on Coal Clough Lane, making them more sustainable.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects as residential development.
3. To develop and market the borough's image	++	0	+	T	T	T	The combined effects of the redevelopment in the AAP will improve the built environment and support the Elevate programme. When taken into account with redevelopment in other AAPs across the Borough this will revive the housing market and make the area more attractive to residents and investors in the long term.	New housing built to be sensitive to the character and setting of the Conservation Area will improve the image of the area. The cumulative effects will be indirect, for example increased investment, house prices in line with sub-regional levels, and visitor numbers, which would be monitored at a Borough level. An increase in the population of the Borough may also be indicative of the success of Elevate.
4. To deliver urban renaissance	+	0	0		T		The combined effects of the redevelopment in the AAP will improve social and environmental conditions through the provision of new housing. There is also potential for the redevelopment to uplift retained housing in the Area.	The predicted positive effects will be monitored through changes in house prices and the number of vacancies, for example.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
							Redevelopment will be sensitive to the character and setting of the Conservation Area.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.
6. To secure economic inclusion	0	0	0				None.	No likely effects.
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	?/x	0	?	T	T	T	The combined effects of the redevelopment in the AAP will lead to an increase in housing numbers which, in turn, will increase traffic volumes. There could also be indirect effects on air quality in and around the AAP Area.	Redevelopment will take into account the predicted increase in traffic through Policies PT SIT1-4. There are currently no air quality issues in the AAP Area but it may require monitoring in future.
9. To improve physical and mental health, amenity, and reduce health inequalities	?	0	0	T	T	T	New housing will lead to improved living conditions and the effects of uplift could improve conditions in adjacent retained housing, which could lead to health benefits, although this is not certain.	Any benefits would be indirect and not possible to attribute using indicators as there may be other factors, such as lifestyle, which can have an effect.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
10. To improve access to a range of good quality affordable and resource efficient housing	+	0	+	T	T		The combined effects of the redevelopment in the AAP will lead to an improved housing mix across the Area, which is currently over supplied with 2 bedroom terraces.	Family housing developments will be encouraged to meet Lifetime Homes Standard through the principles of sustainable design. Housing will be resource efficient as Policy PT ENV3 requires the Code for Sustainable Homes Level 4 to be met. The effects of stabilising and improving the housing market in the Borough could reduce the number of private properties that are currently affordable.
11. To reduce crime, disorder and the fear of crime	+	0	?	T	T		The combined effects of the redevelopment in the AAP could lead to uplift in neighbouring areas, which could indirectly reduce anti-social behaviour and enable residents to make improvements to the security of their properties.	New residential development will be built to comply with 'Secure by Design' standards. Recorded crime rates could be used as a proxy indicator for this.
12. To enable groups and communities to contribute to decision making	+	0	0	T	T		Consultation has been undertaken across the AAP Area on the Issues and Options and will be for this Preferred Option.	Local communities have been consulted throughout the process.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
and be involved in implementation								
13. To develop strong and positive relationships between people from different backgrounds and communities	-	0	0	T	T		The cumulative effects of clearance could lead to fragmentation of the existing community in the area.	Clearance could result in the existing community being displaced elsewhere. People moved from cleared areas should be given assistance to relocate in the area, if appropriate.
14. To improve access to and use of basic goods, services and amenities for all groups	+/?	0	?		T	T	There are possible cumulative impacts for outside of the Area as the general increase in population expected as a result of new housing could place an additional pressure on some services such as doctors' surgeries and schools, if these are already at or near capacity.	The area is well served by services and amenities being close to the town centre. A new play area will be provided. Depending on the current level of demand an increase in local population could place additional burden on services leading to uncertainties regarding the quality of services in the longer term, or provide enough population to sustain the service.
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and	+	0	0		T		The combined effects of the redevelopment in the AAP will lead to an enhancement of the distinctiveness of the built environment through the provision of high quality homes.	New housing adjacent to the Conservation Area will be sustainably designed and of very high quality to ensure it is sensitive to the historic character.

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road							
Sustainability Objective	Scale			Timescale		Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)		Long (over 6 years)
archaeological assets							
16. To protect and enhance the natural environment across the Borough	+	0	?		T	T	Brownfield land will be used. There is potential for the design of the redevelopment to enhance local biodiversity through the provision of gardens and use of native species. Any impact will be difficult to measure at this geographical scale.
17. To protect and improve environmental quality	+/?	0	?		T	T	The amount of vacant land will be reduced. Redevelopment will take into account the predicted increase in traffic through Policies PT SIT1-4. Redevelopment should integrate sustainable drainage systems (SUDS) to help manage flooding, which will contribute to achieving Code for Sustainable Homes Level 4.
18. To mitigate and adapt to climate change	++	0	?		T	T	The Code for Sustainable Homes Level 4 is required under PT ENV3. This means that water use will be reduced by 15 litres beyond current Building Regulations and green house gas emissions reduced by

**POLICY PT H1: NEW HOUSING DEVELOPMENT**  
**Proposal PT H1/2: Land at Raglan Road**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	+/-	0	-		T		The combined effects of the redevelopment in all of the AAP Areas will lead to a large demand for raw materials. The majority of these will be sourced outside the Borough, which will lead to adverse impacts in terms of extraction and transport.	exceeding the energy efficiency required by Building Regulations by 44%.  New build for redevelopment will require the use of raw materials. Developers should be encouraged to use materials that are responsibly sourced as this will contribute towards achieving the Code for Sustainable Homes Level 4 as required. Existing buildings will be cleared losing the embodied energy.
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	+	0	+		T		The combined effects of the redevelopment in the Area will increase average energy efficiency in buildings and minimise the need for energy.	Code for Sustainable Homes Level 4 required under PT ENV3 exceeds the energy efficiency required by Building Regulations by 44%.
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	?	0	?		T		Potential for cumulative effects in the area as more waste will be produced to to increased housing numbers, although a proportion of this will be recycled by the Council.	New homes will increase the amount of waste produced in the area, although a proportion of this will be collected for recycling. Developers should be encouraged to minimise and recycle waste during

POLICY PT H1: NEW HOUSING DEVELOPMENT Proposal PT H1/2: Land at Raglan Road									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
								construction and to integrate recycling and composting facilities in the development as this will contribute to the Code for Sustainable Homes Level 4.	

Table 4.2 TABLE PTH1/2

POLICY PT H2: HOUSING MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Creating a more varied mix of housing will attract new residents to the area.	

POLICY PT H2: HOUSING MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
4. To deliver urban renaissance	+	0	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Creating a more varied mix of housing will improve social conditions by providing a variety of homes for families and improve environmental conditions by lowering the density of housing.
5. To deliver rural renaissance	0	0	0	0				None.	No likely effects.
6. To secure economic inclusion	0	0	0	0				None.	No likely effects.
7. To develop and maintain a healthy labour market	0	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0	0				None.	No likely effects.
9. To improve physical and mental health, amenity, and reduce health inequalities	?	0	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	The provision of new housing suited to a variety of size requirements could have an impact on health but any benefits would be indirect and not possible to attribute using indicators as there may be other factors, such as lifestyle, which can have an effect.
10. To improve access to a range of good quality affordable and resource efficient housing	++	0	?	?	T	T	T	The policy will apply across the Area so the effects will be	The policy will ensure that a range of housing will be provided that will address the

POLICY PT H2: HOUSING MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							cumulative as new development takes place.	current over provision of 2 bed terraced houses. This will also apply to affordable housing.	
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0	T	T	T	None.	No likely effects.	
13. To develop strong and positive relationships between people from different backgrounds and communities	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Although a mix of housing will lead to a more diverse community, improved relations and a sense of well being etc. cannot be ensured as a result. Monitoring of the neighbouring Targeted Area Initiative should give some indication as to community relations in the area generally.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich	0	0	0				None.	No likely effects.	

POLICY PT H2: HOUSING MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
diversity of cultural and built environment and archaeological assets									
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	0	0	0				None.	No likely effects.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.	
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.	

Table 4.3 TABLE PTH2

POLICY PT H3: TENURE MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Ensuring that the design of new build does not make the tenure apparent will help to produce a high quality built environment.	
4. To deliver urban renaissance	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Increasing the numbers of social rented housings will improve conditions for deprived groups by making access to good quality affordable homes easier.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.	

POLICY PT H3: TENURE MIX								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.
10. To improve access to a range of good quality affordable and resource efficient housing	++	0	?	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	An increase in new social rented housing would provide good quality, affordable housing in the Area. There may be effects on other areas of the Borough if residents move to Piccadilly- Trafalgar for the increased availability of good quality social rented housing. Moves should be monitored in partnership with registered social landlord partners.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				None.	No likely effects.
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.

POLICY PT H3: TENURE MIX									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	0	0	0				None.	No likely effects.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	0	0	0				None.	No likely effects.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.	

POLICY PT H3: TENURE MIX								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 4.4 TABLE PT H3

POLICY PT TAI1: TARGETED AREA INITIATIVES Proposal PT TAI1/1: Targeted Area Initiative for Piccadilly								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.
3. To develop and market the borough's image	+	0	?	T			Effects of the TAI will be synergistic in that the interaction of the elements of the TAI will produce a total effect greater than the sum of the individual effects.	TAIs will contribute towards the aims of Elevate by dealing with issues that can affect the housing market.

POLICY PT TAI1: TARGETED AREA INITIATIVES Proposal PT TAI1/1: Targeted Area Initiative for Piccadilly									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							The secondary effect of TAIs across the five AAP Areas could be that the image of the Borough is improved.		
4. To deliver urban renaissance	+	0	0	T			Effects of the TAI will be synergistic in that the interaction of the elements of the TAI will produce a total effect greater than the sum of the individual effects.	The TAI will improve certain social and environmental conditions through a range of measures which will be monitored for effectiveness.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	+	0	0	T			Effects of the TAI will be synergistic in that the interaction of the elements of the TAI will produce a total effect greater than the sum of the individual effects.	Home Zone schemes will increase safety for pedestrians and cyclists through increased traffic control and management.	

POLICY PT TAI1: TARGETED AREA INITIATIVES Proposal PT TAI1/1: Targeted Area Initiative for Piccadilly								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
9. To improve physical and mental health, amenity, and reduce health inequalities	?	0	0	T			Potential secondary effects on health issues as social and environmental conditions improve.	As the effects are likely to be indirect they will be difficult to attribute to any particular cause by monitoring.
10. To improve access to a range of good quality affordable and resource efficient housing	+	0	0	T			None.	Partnership work with an registered social landlord will lead to improvements in housing conditions by bringing poorly managed or vacant properties under effective management. Advice to owners about energy efficiency and maintenance should help to improve resource efficiency.
11. To reduce crime, disorder and the fear of crime	?	0	0	T			None.	Anti-social and environmental problems will be tackled through intensive neighbourhood management.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0	T			None.	The community has been consulted on the Issues and Options which led to the TAI proposal. Consultation will take place on this Preferred Option.

POLICY PT TAI1: TARGETED AREA INITIATIVES Proposal PT TAI1/1: Targeted Area Initiative for Piccadilly									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
13. To develop strong and positive relationships between people from different backgrounds and communities	+	0	0	T			None.	Reducing anti-social problems should help to improve community relations in the area.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	?	0	0	T			None.	Any vacant properties could be brought back into use by the registered social landlord, which would help to protect and enhance the townscape.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	?	0	0	T			None.	Environmental problems will be dealt with through intensive neighbourhood management, which would reduce reports of untidy land and fly tipping.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.	
19. To ensure the prudent use of natural resources and the	0	0	0				None.	No likely effects.	

POLICY PT TAI1: TARGETED AREA INITIATIVES Proposal PT TAI1/1: Targeted Area Initiative for Piccadilly							
Sustainability Objective	Scale			Timescale			Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)	
sustainable management of existing resources							
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	?	0	0	T			Up take of grants could lead to increase in energy efficiency through improved insulation and renewable energy production.  The average energy efficiency of properties in the area will improve if measures are implemented through grants.
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.  No likely effects.

Table 4.5 TABLE PT TAI1/1



## 5 Appendix 4b - Sustainability Appraisal

POLICY PT ENV1: HISTORIC ENVIRONMENT									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Any new development in the Area will be designed to respect the character and heritage of Listed Buildings and buildings of local interest.	
4. To deliver urban renaissance	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Any new development in the Area will be designed to respect the character and heritage of Listed Buildings and buildings of local interest, which will improve the built environment.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	

**POLICY PT ENV1: HISTORIC ENVIRONMENT**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				None.	No likely effects.
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	++	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative	Any new development in the Area will be designed to respect the character and heritage of Listed

POLICY PT ENV1: HISTORIC ENVIRONMENT									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							as new development takes place.	Buildings and buildings of local interest, which will improve the built environment and townscape.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely impact.	
17. To protect and improve environmental quality	0	0	0				None.	No likely impact.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely impact.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely impact.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely impact.	
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely impact.	

Table 5.1 TABLE PT ENV1

POLICY PT ENV2: PALATINE SQUARE CONSERVATION AREA Proposal PT ENV2/1: Palatine Square Conservation Area									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+/?	0	0		T	T	No significant cumulative effects as it is a restricted geographical area.	The existing Conservation Area will be promoted to ensure that the heritage value is protected and enhanced. A review of the boundary could bring more heritage buildings under the protection of the Conservation Area.	
4. To deliver urban renaissance	+	0	0		T	T	No significant cumulative effects as it is a restricted geographical area.	The existing Conservation Area will be promoted to ensure that the heritage quality is protected and enhanced. A review of the boundary could bring more heritage buildings under the protection of the Conservation Area.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	

POLICY PT ENV2: PALATINE SQUARE CONSERVATION AREA Proposal PT ENV2/1: Palatine Square Conservation Area									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.	
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.	
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.	
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0				No significant cumulative effects as it is a restricted geographical area.	Promotion of sympathetic maintenance and improvements to properties will involve implementation by, or the agreement of, the owner.	
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	

**POLICY PT ENV2: PALATINE SQUARE CONSERVATION AREA**  
**Proposal PT ENV2/1: Palatine Square Conservation Area**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	++	0	0		T	T	No significant cumulative effects as it is a restricted geographical area.	The existing Conservation Area will be promoted to ensure that the character and appearance of the built heritage and is protected and enhanced. A review of the boundary could bring more heritage buildings under the protection of the Conservation Area, which will enhance local distinctiveness.
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.
17. To protect and improve environmental quality	0	0	0				None.	No likely effects.
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	+	0	0		T	T	None.	The repair and reuse of buildings in the Conservation Area will be supported by the policy.
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	?	0	0		T	T	No significant cumulative effects as it is a restricted	The promotion of sympathetic maintenance and improvement should include energy efficiency measures, where in keeping with the heritage value.

POLICY PT ENV2: PALATINE SQUARE CONSERVATION AREA Proposal PT ENV2/1: Palatine Square Conservation Area									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				geographical area. None.	No likely effects.	

Table 5.2 TABLE PT ENV2/1

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
3. To develop and market the borough's image	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Any new development in the Area will be expected to be to the highest standard of design so will respect the built and historic environment.
4. To deliver urban renaissance	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Any new development in the Area will be expected to be to the highest standard of design so will respect the built and historic environment.
5. To deliver rural renaissance	0	0	0				None.	No likely effects.
6. To secure economic inclusion	0	0	0				None.	No likely effects.
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION							
Sustainability Objective	Scale			Timescale			Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)	
10. To improve access to a range of good quality affordable and resource efficient housing	+	0	0	T	T	T	Family housing developments will be encouraged to meet Lifetime Homes Standard through the principles of sustainable design. Housing will be resource efficient is the developer will be required to meet the Code for Sustainable Homes Level 3, increasing to level 6 by 2016.
11. To reduce crime, disorder and the fear of crime	+	0	0	T	T	T	New residential development will be built to comply with 'Secure by Design' standards. Recorded crime rates could be used as a proxy indicator for this.
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				No likely effects.
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				No likely effects.
14. To improve access to and use of basic goods,	0	0	0				No likely effects.

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
services and amenities for all groups									
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Any new development in the Area will be expected to be to the highest standard of design so will respect the built and historic environment.	
16. To protect and enhance the natural environment across the Borough	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Contributions towards achieving the Code for Sustainable Homes and BREEAM would be made by developing on brownfield land and enhancing local biodiversity through the provision of gardens and use of native species.	
17. To protect and improve environmental quality	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	Contributions towards achieving the Code for Sustainable Homes and BREEAM would be made by integrating sustainable drainage systems to help manage flooding and using vacant land for development.	

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
18. To mitigate and adapt to climate change	++	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	The Code for Sustainable Homes Level 3 means that water use will be reduced by 15 litres beyond current Building Regulations. The Code for Sustainable Homes Level 3 helps to reduce green house gas emissions by exceeding the energy efficiency required by Building Regulations by 25%. The efficiencies above would increase as the requirement for the Level changed over time. Water and energy savings would also contribute to BREEAM. Contributions towards achieving the Code for Sustainable Homes and BREEAM would be made by integrating sustainable drainage systems to help manage flooding.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	New build for redevelopment will require the use of raw materials. Developers should be encouraged to use materials that are responsibly sourced as this will contribute towards achieving The Code for Sustainable Homes and BREEAM as required.
20. To minimise the requirement for energy use, promote efficient use	+	0	0	T	T	T	The policy will apply across the Area so the effects will be	Code for Sustainable Homes Level 3 would exceed the energy efficiency required by Building

POLICY PT ENV3: SUSTAINABLE DESIGN AND CONSTRUCTION								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
and increase the use of energy from renewable resources							cumulative as new development takes place.	Regulations by 25%. The efficiencies would increase as the requirement for the Level changed over time. Energy savings would also contribute to BREEAM.
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	+/?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place.	New homes will increase the amount of waste produced in the area, although a proportion of this will be collected for recycling. Developers should be encouraged to minimise and recycle waste during construction and to integrate recycling and composting facilities in the development as this will contribute to the Code for Sustainable Homes and BREEAM.

Table 5.3 TABLE PT ENV3

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/1: Sefton Terrace, Sefton Avenue and Albion Terrace Proposal PT ENV4/2: Queensberry Road Proposal PT ENV4/3: Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0		T		Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	The improvements will enhance the general built environment and complement new housing development elsewhere in the Area.	
4. To deliver urban renaissance	+	0	0		T		Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	Environmental conditions in a deprived area will be improved and the quality of the built environment enhanced.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/1: Sefton Terrace, Sefton Avenue and Albion Terrace Proposal PT ENV4/2: Queensberry Road Proposal PT ENV4/3: Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.	
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.	
10. To improve access to a range of good quality affordable and resource efficient housing	?	0	0		T		Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	Energy efficiency measures should be promoted as part of any face lifting to make housing more resource efficient.	
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				None.	No likely effects.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/1: Sefton Terrace, Sefton Avenue and Albion Terrace Proposal PT ENV4/2: Queensberry Road Proposal PT ENV4/3: Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as implementation takes place.	Enhancement of the general townscape and possibly the built environment will result from face lifting.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	0	0	0				None.	No likely effects.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/1: Sefton Terrace, Sefton Avenue and Albion Terrace Proposal PT ENV4/2: Queensberry Road Proposal PT ENV4/3: Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.	
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.	

Table 5.4 TABLE PT ENV4/1-3

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/4: Back Grant Street									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	0	0	0				None.	No likely effects.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/4: Back Grant Street									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
4. To deliver urban renaissance	+	0	0				None.	Social and environmental conditions will be improved although the effects will not be significant due to the very localised scale of the intervention.	
5. To deliver rural renaissance	0	0	0				None.	No likely impact.	
6. To secure economic inclusion	0	0	0				None.	No likely impact.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely impact.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	-	0	0				None.	Opportunities for walking will be reduced but this will be mitigated by enhancing a nearby alternative route.	
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely impact.	
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely impact.	
11. To reduce crime, disorder and the fear of crime	+	0	0				None.	Crime and fear of crime will be reduced although the effects will not be significant due to the very localised scale of the intervention.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/4: Back Grant Street									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
								No indicator will be available at this scale to measure the effects.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0				None.	The proposal has come from local residents.	
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely impact.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely impact.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	0	0	0				None.	No likely impact.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely impact.	
17. To protect and improve environmental quality	0	0	0				None.	No likely impact.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely impact.	

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/4: Back Grant Street									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely impact.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely impact.	
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely impact.	

Table 5.5 TABLE PT ENV4

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/5: Rail Line Embankment									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	

**POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE**  
**Proposal PT ENV4/5: Rail Line Embankment**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
3. To develop and market the borough's image	+	0	?	T			Possible wider improvements if similar projects are undertaken along the rest of the rail line embankment where it is necessary.	Improving the state of the embankment will contribute to the enhancement of the built and natural environment in the area.
4. To deliver urban renaissance	0	0	0				None.	No likely effects.
5. To deliver rural renaissance	0	0	0				None.	No likely effects.
6. To secure economic inclusion	0	0	0				None.	No likely effects.
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	+	0	0				Possible wider improvements if	Unauthorised tipping on along the

POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE Proposal PT ENV4/5: Rail Line Embankment									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							similar projects are undertaken along the rest of the rail line embankment where it is necessary.	embankment will be tackled.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				None.	No likely effects.	
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.	
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	0	0	0				None.	No likely effects.	
16. To protect and enhance the natural environment across the Borough	+	0	?	T			Possible wider improvements if similar projects are undertaken along the rest of the rail line	Tackling unauthorised tipping will enhance the character of the local landscape.	

**POLICY PT ENV4: ENVIRONMENTAL IMPROVEMENTS TO EXISTING HOUSING, RETAIL AREAS AND THE RAIL LINE**  
**Proposal PT ENV4/5: Rail Line Embankment**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
17. To protect and improve environmental quality	+	0	?	T			embankment where it is necessary.  Possible wider improvements if similar projects are undertaken along the rest of the rail line embankment where it is necessary.	Tackling unauthorised tipping will reduce the number of reported instances of fly tipping.
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 5.6 TABLE PT ENV4/5

POLICY PT ENV5: GATEWAYS Proposal PT ENV5/1: Manchester Road, Burnham Gate, Trafalgar Street and Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	Enhanced gateways support the promotion of the area to investors and visitors.	
4. To deliver urban renaissance	?	0	0	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	Improving key gateways to the town could help to enhance the vitality and viability of the town centre by making it a more attractive place to visit.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	

POLICY PT ENV5: GATEWAYS Proposal PT ENV5/1: Manchester Road, Burnham Gate, Trafalgar Street and Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
8. To reduce the need to travel, improve choice and use of sustainable transport modes	+	0	0	0	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	Design of the gateways will ensure that priority will be given to pedestrians, cyclists, and public transport and traffic management.	
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.	
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.	
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.	
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0	0	T	T	None.	The community will be involved in the design and development of the gateways to provide a stronger local identity for the area.	
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.	

POLICY PT ENV5: GATEWAYS Proposal PT ENV5/1: Manchester Road, Burnham Gate, Trafalgar Street and Coal Clough Lane									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the area as a whole.	The environmental improvements will be designed to be complementary to the surroundings through materials, scale, and landscaping.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	0	0	0				None.	No likely effects.	
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.	

**POLICY PT ENV5: GATEWAYS**  
**Proposal PT ENV5/1: Manchester Road, Burnham Gate, Trafalgar Street and Coal Clough Lane**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 5.7 TABLE PT ENV5

**POLICY PT ENV6: CLIMATE CHANGE AND THE NATURAL ENVIRONMENT**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.
3. To develop and market the borough's image	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place. This will have complementary effects with Policy PT ENV7: Wildlife Corridors.	The conservation and enhancement of the natural environment will be supported.

POLICY PT ENV6: CLIMATE CHANGE AND THE NATURAL ENVIRONMENT									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
4. To deliver urban renaissance	+	0	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place. This will have complementary effects with Policy PT ENV7: Wildlife Corridors.	Environmental conditions in a deprived area will be improved through the conservation and enhancement of biodiversity.
5. To deliver rural renaissance	0	0	0	0			None.	No likely effects.	No likely effects.
6. To secure economic inclusion	0	0	0	0			None.	No likely effects.	No likely effects.
7. To develop and maintain a healthy labour market	0	0	0	0			None.	No likely effects.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0	0			None.	No likely effects.	No likely effects.
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0	0			None.	No likely effects.	No likely effects.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0	0			None.	No likely effects.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0	0			None.	No likely effects.	No likely effects.
12. To enable groups and communities to contribute to	0	0	0	0			None.	No likely effects.	No likely effects.

**POLICY PT ENV6: CLIMATE CHANGE AND THE NATURAL ENVIRONMENT**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
decision making and be involved in implementation								
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.
14. To improve access to and use of basic goods, services and amenities for all groups	0	0	0				None.	No likely effects.
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	0	0	0				None.	No likely effects.
16. To protect and enhance the natural environment across the Borough	++	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place. This will have complementary effects with Policy PT ENV7: Wildlife Corridors.	Biodiversity will be conserved and enhanced, providing accessibility to the landscape, reducing fragmentation, creating wildlife corridors and reusing brownfield land.
17. To protect and improve environmental quality	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as new development takes place. This will	Retention and enhancement of natural habitats will contribute towards improving, or maintaining, local air

POLICY PT ENV6: CLIMATE CHANGE AND THE NATURAL ENVIRONMENT									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
18. To mitigate and adapt to climate change	+	0	0	T	T	T	have complementary effects with Policy PT ENV7: Wildlife Corridors.	quality by providing natural absorption and filtering.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				The policy will apply across the Area so the effects will be cumulative as new development takes place. This will have complementary effects with Policy PT ENV7: Wildlife Corridors.	Enhancement of habitats will create more green space to provide natural drainage, which can help to reduce and manage flooding. Green space will help to regulate temperatures in urban areas during hot weather.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	0	0	0				None.	No likely effects.	
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.	

Table 5.8 TABLE PT ENV6

POLICY PT CS1: LOCAL CENTRE								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	++	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	The local service centre will create jobs for residents in an area of need and combined with physical enhancements this will lead to local benefits from investment.
2. To exploit the growth potential of business sectors	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Physical access to employment opportunities will be improved through enhancement of the local service centre.
3. To develop and market the borough's image	+	0	+	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the built environment of the area, including those in the adjacent area of South West Burnley.	The built environment will be enhanced and the area will be promoted as a destination for residents to access local services.
4. To deliver urban renaissance	++	0	+	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the built environment of the area,	New businesses and physical enhancements will improve social, environmental and economic conditions, including the built environment and amount of open space and enhance the vitality and viability of the local centre.

POLICY PT CS1: LOCAL CENTRE								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
							including those in the adjacent area of South West Burnley.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.
6. To secure economic inclusion	++	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	New businesses, including start-ups, will meet the employment needs of local people and provide good physical accessibility from an area of need.
7. To develop and maintain a healthy labour market	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Effects are uncertain as the type of businesses are not known. It is unlikely that service jobs will address skills gap issues or create a broad range of opportunities however.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	+/?	0	0	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will improve sustainable transport.	Providing jobs in the local area will reduce the distance to travel to work for some residents, and also the need to travel for services. Measures will be taken to manage traffic and provide car parking. Mitigation will be provided by Policies PT SIT1-5.
9. To improve physical and mental health,	0	0	0				None.	No likely effects.

POLICY PT CS1: LOCAL CENTRE								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
amenity, and reduce health inequalities								
10. To improve access to a range of good quality affordable and resource efficient housing	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Potential for the upper floors to be used for affordable residential units.
11. To reduce crime, disorder and the fear of crime	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Increasing the quality and offer of the service centre and bringing vacant units back into use could reduce crime and fear of crime due to increased levels of legitimate activity. General indicators, possibly linked to the TAI, could be used as proxy indicators for this.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Existing business would be consulted regarding any physical improvements that may take place.
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.

POLICY PT CS1: LOCAL CENTRE									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
14. To improve access to and use of basic goods, services and amenities for all groups	++	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Provision of local and essential services would meet the criteria and would therefore improve access to these services for local residents.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	+	T	T	T	Although the proposal is limited geographically it will produce cumulative effects when taken into consideration with other proposals that will enhance the built environment of the area, including those in the adjacent area of South West Burnley.	New development would have to be consistent with existing character and existing buildings would be brought back into use which would help to enhance the townscape and protect buildings with heritage value.	
16. To protect and enhance the natural environment across the Borough	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Open space development and landscaping would be permitted but scale and location may mean that benefits to biodiversity would be minimal. Any landscaping should use suitable species that would enhance biodiversity.	
17. To protect and improve environmental quality	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Increases in traffic will be expected which could lead to local air quality issues. Mitigation will be provided by Policies PT SIT1-5. There are currently no air	

POLICY PT CS1: LOCAL CENTRE								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
								quality issues in the AAP but it may require monitoring in future.
18. To mitigate and adapt to climate change	0	0	0				None.	No likely effects.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	+/?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Bringing vacant units and upper floors back into use is supported. New retail development is permitted which would require the use of raw materials although this would be undertaken to sustainable construction standards (see Policy PT ENV3).
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Any new development would have to be built to sustainable construction standards (see Policy PT ENV3). Any buildings brought back into use should be targeted for energy efficiency measures or grants.
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	New businesses would lead to an increased amount of waste production. Any new sites could incorporate recycling facilities to contribute towards sustainable construction standards (see Policy PT ENV3).

Table 5.9 TABLE PT CS1

POLICY PT CS2: OPEN SPACES									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	0	0	0				None.	No likely effects.	
2. To exploit the growth potential of business sectors	0	0	0				None.	No likely effects.	
3. To develop and market the borough's image	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Protection of open space will contribute towards a high quality built and natural environment in the area.	
4. To deliver urban renaissance	++	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Environmental conditions and the quality, quantity and accessibility of open space in a deprived area will be maintained, complementing the overall improvements in the Area.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	0	0	0				None.	No likely effects.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	0	0	0				None.	No likely effects.	

**POLICY PT CS2: OPEN SPACES**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
9. To improve physical and mental health, amenity, and reduce health inequalities	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Any reduction in the amount of open space would affect the ability of residents to undertake exercise and have access to open space. No indicator is available to quantify a direct relationship but experience associates open space with physical and mental well being.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	0	0	0				None.	No likely effects.
13. To develop strong and positive relationships between people from different backgrounds and communities	?	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Open space provides an area where all members of the community as able to mix and interact and any loss of open space would detract from this.
14. To improve access to and use of basic goods, services and amenities for all groups	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Access to open space for the local community will be protected.

POLICY PT CS2: OPEN SPACES									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Protection of open space from development will help to maintain an important element of the townscape in this area.	
16. To protect and enhance the natural environment across the Borough	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Areas of open space will contribute to the biodiversity of the area although there is no measure at this scale.	
17. To protect and improve environmental quality	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Open space will help to manage flooding by providing porous surfaces for infiltration of rain and help to maintain air quality, although this cannot be measured at this scale.	
18. To mitigate and adapt to climate change	+	0	0	T	T	T	No significant cumulative effects as it is a restricted geographical area.	Open space provides natural drainage, which can help to reduce and manage flooding. Green space will help to regulate temperatures in urban areas during hot weather.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	
20. To minimise the requirement for energy use,	0	0	0				None.	No likely effects.	

POLICY PT CS2: OPEN SPACES									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
promote efficient use and increase the use of energy from renewable resources									
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.	

Table 5.10 TABLE PT CS2



## 6 Appendix 4c - Sustainability Appraisal

POLICY PT SIT1: SUSTAINABLE TRAVEL								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	?	0	0	T	T	T	Dependent on the scale of intervention across the area and the impacts on current traffic levels.	Provision of sustainable transport options could reduce the volume of traffic on the roads. Local business could benefit through easier access for customers and deliveries as a result of less congestion, if this is an issue.
2. To exploit the growth potential of business sectors	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Physical access by sustainable modes to employment opportunities in the area will be improved.
3. To develop and market the borough's image	+/?	0	?	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Provision of sustainable travel will contribute towards the development of a high quality built environment. Opportunities to travel without the car may encourage residents, visitors and investors to the Area, or surrounding area.
4. To deliver urban renaissance	++	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Social and environmental conditions will be improved in a deprived area through the provision of increased travel opportunities. Access to the built heritage and open spaces by sustainable modes will be improved, including those outside the area as other routes, such as the Leeds Liverpool Canal can be accessed.

**POLICY PT SIT1: SUSTAINABLE TRAVEL**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
5. To deliver rural renaissance	0	0	0				None.	No likely effects.
6. To secure economic inclusion	+	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Access to sustainable transport modes will improve physical accessibility to work from an area of relatively high unemployment. These improvements would also improve links to employment outside the area, such as the town centre.
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	++/?	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Access to opportunities to use sustainable transport modes will be increased, and this will in turn improve safety for cyclists and pedestrians. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in road traffic, but it is likely based on past experience.
9. To improve physical and mental health,	+/?	0	0	T	T	T	The policy will apply across the Area so the	Access to opportunities to use sustainable transport modes will be increased and this will promote healthier lifestyles.

POLICY PT SIT1: SUSTAINABLE TRAVEL								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
amenity, and reduce health inequalities							effects will be cumulative as redevelopment takes place.	There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in premature deaths and health inequalities, but it is likely based on past experience.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0				None.	Local residents have been consulted and will be consulted further as part of the AAP process. Consultation through the planning application process will be possible.
13. To develop strong and positive relationships between people from different backgrounds and communities	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Providing opportunities for people to reduce the need to travel and use the car could result in greater community interaction. Any effects would be indirect and could not be measured using the indicators available.

**POLICY PT SIT1: SUSTAINABLE TRAVEL**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
14. To improve access to and use of basic goods, services and amenities for all groups	++	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Access by sustainable transport modes to all types of services inside and outside the Area will be improved.
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Access by sustainable transport modes to the historic built environment inside and outside the Area will be improved.
16. To protect and enhance the natural environment across the Borough	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Access by sustainable transport modes to the natural environment inside and outside the Area will be improved.
17. To protect and improve environmental quality	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place.	Provision of the means to travel by sustainable transport modes will support the maintenance and improvement of local air quality. As increased housing provision will increase traffic volumes in the area this provides mitigation. There are currently no air quality issues in the Area but it may require monitoring in future.

POLICY PT SIT1: SUSTAINABLE TRAVEL								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
18. To mitigate and adapt to climate change	?	0	0	T	T	T	Dependent on the use and availability of sustainable transport modes. Increased use may be cumulative over the longer term as awareness of climate change issues increases.	Access to sustainable transport options will give people greater opportunity to reduce emissions created by car travel. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction or minimisation of greenhouse gas emissions. There are no indicators available to measure vehicle emissions directly although mode of travel could be used as a proxy.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	?	0	0	T	T	T	None.	Access to sustainable transport options will give people greater opportunity to increase energy efficiency. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in an increase in energy efficiency. There are no indicators available to measure energy efficiency directly

**POLICY PT SIT1: SUSTAINABLE TRAVEL**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
21. To manage waste sustainably. minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.
								although mode of travel could be used as a proxy.

Table 6.1 TABLE PT SIT1

**POLICY PT SIT2: PUBLIC TRANSPORT PROVISION**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	?	0	+	T	T	T	Dependent on the combined effects with other sustainable modes and the subsequent impacts on current traffic levels. Links to routes outside the Area will lead to greater effects across the Borough.	Provision of public transport options could reduce the volume of traffic on the roads. Local businesses could benefit through easier access for customers and deliveries as a result of less congestion, if this is an issue.

POLICY PT SIT2: PUBLIC TRANSPORT PROVISION									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
2. To exploit the growth potential of business sectors	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Physical access by public transport to employment opportunities will be improved.	
3. To develop and market the borough's image	0	0	0				None.	No likely effects.	
4. To deliver urban renaissance	+	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Social and environmental conditions will be improved in a deprived area through the provision of increased public transport opportunities.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	+	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Enhanced public transport will improve physical accessibility to work from an area of relatively high unemployment. These improvements would also improve links to employment outside the area, such as the town centre.	

**POLICY PT SIT2: PUBLIC TRANSPORT PROVISION**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve choice and use of sustainable transport modes	+/?	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to public transport will be increased. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in road traffic, but it is likely based on experience.
9. To improve physical and mental health, amenity, and reduce health inequalities	0	0	0				None.	No likely effects.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0				None.	Local residents have been consulted and will be consulted further as part of the AAP process.

POLICY PT SIT2: PUBLIC TRANSPORT PROVISION									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.	
14. To improve access to and use of basic goods, services and amenities for all groups	++	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by public transport to all types of services inside and outside the Area will be improved.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	0	0	0				None.	No likely effects.	
16. To protect and enhance the natural environment across the Borough	0	0	0				None.	No likely effects.	
17. To protect and improve environmental quality	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes	Provision of the means to travel by public transport will support the maintenance and improvement of local air quality. As increased housing provision	

**POLICY PT SIT2: PUBLIC TRANSPORT PROVISION**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
							place and other sustainable transport modes are provided.	will increase traffic volumes in the area, this provides mitigation. There are currently no air quality issues in the Area but it may require monitoring in future.
18. To mitigate and adapt to climate change	?	0	0	T	T	T	Dependent on the use and availability of sustainable transport modes. Increased use may be cumulative over the longer term as awareness of climate change issues increases.	Access to public transport facilities will give people greater opportunity to reduce emissions created by car travel. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction or minimisation of greenhouse gas emissions. There are no indicators available to measure vehicle emissions directly although mode of travel could be used as a proxy.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.
20. To minimise the requirement for energy use, promote efficient use and increase the use of	?	0	0	T	T	T	None.	Access to public transport facilities will give people greater opportunity to increase energy efficiency. There can be no guarantee that the provision of

POLICY PT SIT2: PUBLIC TRANSPORT PROVISION									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
energy from renewable resources								opportunities and facilities will mean they are used and, in this case, result in an increase in energy efficiency. There are no indicators available to measure energy efficiency directly although mode of travel could be used as a proxy.	
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.	

Table 6.2 TABLE PT SIT2

POLICY PT SIT3: CYCLING NETWORK Proposal PT SIT3/1: Cycling Network									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
1. To reduce the disparities of local and sub-regional economic performance	?	0	+		T	T	Dependent on the scale of intervention across the area and the combined effects with other sustainable modes and the	Provision of cycling options could reduce the volume of traffic on the roads. Local businesses could benefit through easier access for customers and deliveries as a	

**POLICY PT SIT3: CYCLING NETWORK**  
**Proposal PT SIT3/1: Cycling Network**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
							subsequent impacts on current traffic levels. Links to routes outside the Area will lead to greater effects across the Borough.	result of less congestion, if this is an issue.
2. To exploit the growth potential of business sectors	+	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Physical access by cycling to employment opportunities outside the area will be improved.
3. To develop and market the borough's image	+/?	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Cycling provision will contribute towards the development of a high quality built environment. Opportunities to travel without the car may encourage residents, visitors and investors to the Area, or surrounding area.
4. To deliver urban renaissance	++	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Social and environmental conditions will be improved in a deprived area through the provision of increased cycling opportunities. Access to the built heritage and open spaces by cycling will be improved, including those outside the area, such as the Leeds Liverpool Canal.

POLICY PT SIT3: CYCLING NETWORK Proposal PT SIT3/1: Cycling Network									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
5. To deliver rural renaissance	?	0	0		T	T	This will contribute to the expansion of the cycling and walking network in the Borough which is taking place over the medium to long term.	Cycling provision in this Area will link into the wider network, including links into rural areas, which will increase access to the services available.	
6. To secure economic inclusion	+	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to cycling facilities will improve physical accessibility to work from an area of relatively high unemployment. These improvements would also improve links to employment outside the area, such as the town centre.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	
8. To reduce the need to travel, improve choice and use of sustainable transport modes	++/?	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to opportunities for cycling will be increased, and this will in turn improve safety for cyclists and pedestrians. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in road traffic, but it is likely based on past experience.	

**POLICY PT SIT3: CYCLING NETWORK**  
**Proposal PT SIT3/1: Cycling Network**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
9. To improve physical and mental health, amenity, and reduce health inequalities	+/?	0	0		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to opportunities for cycling will be increased and this will promote healthier lifestyles. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in premature deaths and health inequalities, but it is likely based on past experience.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	0		T	T	None.	Local residents have been consulted and will be consulted further as part of the AAP process.
13. To develop strong and positive	?	0	0		T	T	The policy will apply across the Area so the effects will	Providing opportunities for people to reduce the need to travel and

POLICY PT SIT3: CYCLING NETWORK Proposal PT SIT3/1: Cycling Network								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
relationships between people from different backgrounds and communities							be cumulative as redevelopment takes place and other sustainable transport modes are provided.	use the car could result in greater community interaction. Any effects would be indirect and could not be measured using indicators available.
14. To improve access to and use of basic goods, services and amenities for all groups	++	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling to all types of services inside and outside the Area will be improved.
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling and walking to the historic built environment inside and outside the Area will be improved.
16. To protect and enhance the natural environment across the Borough	+	0	+		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling to the natural environment inside and outside the Area will be improved.

**POLICY PT SIT3: CYCLING NETWORK**  
**Proposal PT SIT3/1: Cycling Network**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
17. To protect and improve environmental quality	+	0	0		T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Provision of the means to travel by cycling will support the maintenance and improvement of local air quality. As increased housing provision will increase traffic volumes in the area, this provides mitigation. There are currently no air quality issues in the Area but it may require monitoring in future.
18. To mitigate and adapt to climate change	?	0	0		T	T	Dependent on the use and availability of sustainable transport modes. Increased use may be cumulative over the longer term as awareness of climate change issues increases.	Access to cycling facilities will give people greater opportunity to reduce emissions created by car travel. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction or minimisation of greenhouse gas emissions. There are no indicators available to measure vehicle emissions directly although mode of travel could be used as a proxy.
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.

POLICY PT SIT3: CYCLING NETWORK Proposal PT SIT3/1: Cycling Network								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	?	0	0		T	T	None.	Access to cycling facilities will give people greater opportunity to increase energy efficiency. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in an increase in energy efficiency. There are no indicators available to measure energy efficiency directly although mode of travel could be used as a proxy.
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 6.3 TABLE PT SIT3/1

**POLICY PT SIT4: GREEN INFRASTRUCTURE**  
**Policy PT SIT4/1: Green Routes**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	?	0	+	T	T	T	Dependent on the scale of intervention across the area and the combined effects with other sustainable modes and the subsequent impacts on current traffic levels. Links to routes outside the Area will lead to greater effects across the Borough.	Provision of green routes could reduce the volume of traffic on the roads. Local businesses could benefit through easier access for customers and deliveries as a result of less congestion, if this is an issue.
2. To exploit the growth potential of business sectors	+	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Physical access to employment opportunities will be improved for cyclists and pedestrians.
3. To develop and market the borough's image	+/?	0	?	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Green routes will contribute towards the development of a high quality built environment by providing environmental improvements and reducing traffic. Opportunities to travel without the car may encourage residents, visitors and investors to the Area, or surrounding area.

POLICY PT SIT4: GREEN INFRASTRUCTURE Policy PT SIT4/1: Green Routes									
Sustainability Objective	Scale			Outside Area	Timescale			Cumulative effects	Commentary
	Urban	Rural	0		Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
4. To deliver urban renaissance	++	0	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Social and environmental conditions will be improved in a deprived area through the provision of green routes. Access to the built heritage and open spaces by cycling and walking will be improved, including those outside the area, such as the Leeds Liverpool Canal.
5. To deliver rural renaissance	?	0	0	0	T	T	T	This will contribute to the expansion of the cycling network in the Borough which is taking place over the medium to long term.	Cycling and walking provision in this Area will link into the wider network, including links into rural areas, which will increase access to the services available.
6. To secure economic inclusion	+	0	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to cycling facilities will improve physical accessibility to work from an area of relatively high unemployment. These improvements would also improve links to employment outside the area, such as the town centre.
7. To develop and maintain a healthy labour market	0	0	0	0				None.	No likely effects.
8. To reduce the need to travel, improve	++/?	0	0	+	T	T	T	The policy will apply across the Area so the	Access to opportunities for cycling and walking will be increased, and

**POLICY PT SIT4: GREEN INFRASTRUCTURE**  
**Policy PT SIT4/1: Green Routes**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
choice and use of sustainable transport modes							effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	this will in turn improve safety for cyclists and pedestrians. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in road traffic, but it is likely based on past experience.
9. To improve physical and mental health, amenity, and reduce health inequalities	+/?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access to opportunities for cycling and walking will be increased and this will promote healthier lifestyles. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in premature deaths and health inequalities, but it is likely based on past experience.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.
11. To reduce crime, disorder and the fear of crime	0	0	0				None.	No likely effects.

POLICY PT SIT4: GREEN INFRASTRUCTURE Policy PT SIT4/1: Green Routes									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
12. To enable groups and communities to contribute to decision making and be involved in implementation	++	0	0	T	T	T	None.	Local residents have been consulted and will be consulted further as part of the AAP process. Elements of the design of the routes will involve close consultation will residents and community groups.	
13. To develop strong and positive relationships between people from different backgrounds and communities	?	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Providing opportunities for people to reduce the need to travel and use the car could result in greater community interaction. Any effects would be indirect and could not be measured using indicators available.	
14. To improve access to and use of basic goods, services and amenities for all groups	++	0	+	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling and walking to all types of services inside and outside the Area will be improved.	
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling and walking to the historic built environment inside and outside the Area will be improved.	

**POLICY PT SIT4: GREEN INFRASTRUCTURE**  
**Policy PT SIT4/1: Green Routes**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
16. To protect and enhance the natural environment across the Borough	++	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Access by cycling and walking to the natural environment inside and outside the Area will be improved. Landscaping along green routes will encourage biodiversity and reduce fragmentation of wildlife corridors by linking into the existing network.
17. To protect and improve environmental quality	+	0	0	T	T	T	The policy will apply across the Area so the effects will be cumulative as redevelopment takes place and other sustainable transport modes are provided.	Provision of the means to travel by cycling and walking will support the maintenance and improvement of local air quality. As increased housing provision will increase traffic volumes in the area this provides mitigation. There are currently no air quality issues in the Area but it may require monitoring in future.
18. To mitigate and adapt to climate change	?	0	0	T	T	T	Dependent on the use and availability of sustainable transport modes. Increased use may be cumulative over the longer term as awareness of climate change issues increases.	Access to cycling and walking facilities will give people greater opportunity to reduce emissions created by car travel. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction or minimisation of greenhouse gas emissions. There are no indicators

POLICY PT SIT4: GREEN INFRASTRUCTURE Policy PT SIT4/1: Green Routes									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
								available to measure vehicle emissions directly although mode of travel could be used as a proxy.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	0	0	0				None.	No likely effects.	
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	?	0	0	T	T	T	None.	Access to cycling and walking facilities will give people greater opportunity to increase energy efficiency. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in an increase in energy efficiency. There are no indicators available to measure energy efficiency directly although mode of travel could be used as a proxy.	

**POLICY PT SIT4: GREEN INFRASTRUCTURE**  
**Policy PT SIT4/1: Green Routes**

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 6.4 TABLE PT SIT4/1

**POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS**

Proposal PT SIT5/1: Manchester Road Station  
 Proposal PT SIT5/2: Direct Rail link to Manchester  
 Proposal PT SIT5/3: Bus Services to Burnley Town Centre  
 Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre  
 (note - all proposals are appraised together to take into account the synergistic and cumulative effects)

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
1. To reduce the disparities of local and sub-regional economic performance	?	0	+		T	T	The combined effects of the proposals will provide a high quality rail station for the borough, which will have a direct link to Manchester and create secondary economic benefits.	The redevelopment of the station and improved connectivity will not provide job opportunities directly but will provide easier access to jobs outside the borough and increase confidence in then town.

POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)							
Sustainability Objective	Scale			Timescale		Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)		Long (over 6 years)
2. To exploit the growth potential of business sectors	+/?	0	+		T	T	The redevelopment of the station and improved connectivity will provide easier access to jobs outside the borough and increase confidence in then town.
3. To develop and market the borough's image	++/?	0	++		T	T	The combined effects of the proposals will provide a high quality rail station for the borough, which will have a direct link to Manchester. Secondary economic benefits could attract new business development, especially linked to the Weavers' Triangle.  The current rail station provides very poor facilities and does not provide a suitable gateway to the town. A new station will provide a high quality environment and promote the area as a destination for residents. A new station may also increase confidence in the town as a destination for visitors and investors.
4. To deliver urban renaissance	++	0	+		T	T	Combined with the regeneration of the residential area of Piccadilly/Trafalgar and the Weavers' Triangle there will be significant improvement in the image of this area of town.  Combined with the regeneration of the residential area of Piccadilly/Trafalgar and

<b>POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS</b> Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							the Weavers' Triangle there will be significant improvement in the condition of this area of town. The accessibility to the built environment (Weavers' Triangle, for example) will be improved due to the combination of transport options.	Environmental conditions will be improved through the creation of a high quality built environment.	
5. To deliver rural renaissance	0	0	0				None.	No likely effects.	
6. To secure economic inclusion	+	0	+		T	T	The combined effects of the proposals will improve physical accessibility to jobs for the residents of the borough.	Access to jobs from an area of relatively high unemployment will be improved.	
7. To develop and maintain a healthy labour market	0	0	0				None.	No likely effects.	

<b>POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS</b> Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
8. To reduce the need to travel, improve choice and use of sustainable transport modes	++/?	0	++		T	T	The combination of improved connectivity by bus, walking and cycling will provide benefits outside the area as these will link into other networks, increasing opportunities for use.	Access to opportunities to use rail services and other sustainable transport modes will be increased. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in a reduction in car traffic. The provision of extra car parking, and improved rail services may result in greater traffic volumes. Mitigation has been provided and experience elsewhere suggests it will be utilised.
9. To improve physical and mental health, amenity, and reduce health inequalities	?	0	+		T	T	The walking and cycling routes will link into a wider network, including the station, and increase opportunities for exercise.	Access to opportunities for walking and cycling will be increased. There can be no guarantee that the provision of opportunities and facilities will mean they are used and, in this case, result in improved physical health.
10. To improve access to a range of good quality affordable and resource efficient housing	0	0	0				None.	No likely effects.

**POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS**

Proposal PT SIT5/1: Manchester Road Station

Proposal PT SIT5/2: Direct Rail link to Manchester

Proposal PT SIT5/3: Bus Services to Burnley Town Centre

Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre  
(note - all proposals are appraised together to take into account the synergistic and cumulative effects)

Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
11. To reduce crime, disorder and the fear of crime	+	0	0		T	T	The combined proposals should result in greater use of the station which will reduce opportunities for crime and anti-social behaviour.	The station currently has poor facilities and feels isolated. Improved design and security would reduce opportunities for crime and reduce fear of crime.
12. To enable groups and communities to contribute to decision making and be involved in implementation	+	0	+		T	T	None.	Consultation on some aspects of the station improvements have already been carried out by consultants appointed to undertake a feasibility study.
13. To develop strong and positive relationships between people from different backgrounds and communities	0	0	0				None.	No likely effects.
14. To improve access to and use of basic goods, services and amenities for all groups	+	0	0		T	T	Combined with other improvements, such as green routes (PT SIT4/1), the proposals for walking and cycling	Access to basic goods and facilities within the area, and to the town centre, will be improved as part of the overall network.

POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
							will increase access to local services.		
15. To protect, enhance and manage the Borough's rich diversity of cultural and built environment and archaeological assets	+	0	0		T	T	None.	Policy PT ENV3: Sustainable Design and Construction requires the highest standards of design for new build.	
16. To protect and enhance the natural environment across the Borough	+	0	0		T	T	None.	Previously developed land will be used for the development of the station.	
17. To protect and improve environmental quality	?	0	0		T	T	Combined with other sustainable travel proposals the facilities are available to maintain or improve air quality by maintaining or reducing traffic levels.	Provision of the means to travel by public transport, cycling and walking will support the maintenance and improvement of local air quality. As increased car parking provision will increase traffic volumes in the area, this provides mitigation. Provision of the facilities does not guarantee they will be used, however, past experience suggests they will be. There are currently no air quality	

<b>POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS</b> Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)									
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary	
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)			
18. To mitigate and adapt to climate change	?	0	0		T	T	Combined with other sustainable travel proposals the facilities are available to reduce or minimise greenhouse gas emissions.	issues in the Area but it may require monitoring in future.  Provision of the means to travel by public transport, cycling and walking will support the reduction or minimisation of greenhouse gas emissions from cars. As increased car parking provision will increase traffic volumes in the area this provides mitigation. Provision of the facilities does not guarantee they will be used, although past experience suggests they will be. A new station building would have to meet the standards required by PT ENV3: Sustainable Design and Construction. The study undertaken required the building to meet BREEAM Excellent.	
19. To ensure the prudent use of natural resources and the sustainable management of existing resources	+	0	0		T	T		BREEAM standards, as required by PT ENV3: Sustainable Design and Construction and the existing study, would reduce the negative effects of construction.	

<b>POLICY PT SIT5: MANCHESTER ROAD STATION IMPROVEMENTS</b> Proposal PT SIT5/1: Manchester Road Station Proposal PT SIT5/2: Direct Rail link to Manchester Proposal PT SIT5/3: Bus Services to Burnley Town Centre Proposal PT SIT5/4: Pedestrian and Cycle Access to Town Centre (note - all proposals are appraised together to take into account the synergistic and cumulative effects)								
Sustainability Objective	Scale			Timescale			Cumulative effects	Commentary
	Urban	Rural	Outside Area	Short (0 to 3 years)	Medium (3 to 6 years)	Long (over 6 years)		
20. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	++	0	0		T	T		Provision of the means to travel by public transport, cycling and walking will support the energy efficiency. As increased car parking provision will increase traffic volumes in the area this provides mitigation. Provision of the facilities does not guarantee they will be used, although past experience suggests they will be. BREEAM standards, as required by PT ENV3: Sustainable Design and Construction and the existing study, would maximise energy efficiency in the building. The design produced has incorporated renewable energy technologies.
21. To manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates	0	0	0				None.	No likely effects.

Table 6.5 TABLE PIT5/1-4