



Ribble Valley Borough Council

Sustainability Appraisal

Addendum to SA Report 14 January 2014

Revision of assessment of Strategic Option E

Hyder Consulting (UK) Limited
2212959
Firecrest Court
Centre Park
Warrington WA1 1RG
United Kingdom
Tel: +44 (0)1925 800 700
Fax: +44 (0)1925 572 462
www.hyderconsulting.com



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Revision of assessment of Strategic Option E

Author David Hourd

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Checker Nicola Hartley

A handwritten signature in black ink, appearing to read "N. J. Hartley", written over a horizontal line.

Approver David Hourd

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1 INTRODUCTION AND PURPOSE OF THIS ADDENDUM

During the Examination in Public for the Ribble Valley Core Strategy and in their submitted representation (dated January 2014), David Lock Associates, on behalf of Barrow Lands Company Limited, stated a concern with the Strategic Spatial Options Assessment within the Sustainability Appraisal (SA) Report (produced 28 March 2012). The principal concern was that the benefits of Option E, including their land interest at Barrow were downplayed due to a lack of reference to the nearby Barrow Enterprise employment Site. It was agreed that this was an oversight and consequently the SA has been updated to reflect this.

This addendum report provides an updated assessment of Option E which should be read in place of that presented in the SA Report of March 2012. This also includes a commentary from Ribble Valley Borough Council (RVBC) on how this affects the choice of the Preferred Spatial Strategy.

2 DESCRIPTION OF OPTION E

Development will be focused towards land located at a single strategic location at Barrow. The area is of an appropriate scale to accommodate two thirds of the borough's required housing and economic development. Development will be permitted at other locations in the borough to meet identified needs distributed in accordance with Option C.

OPTION No	SETTLEMENT	PERCENTAGE OF DEVELOPMENT	TOTAL NO OF DWELLINGS OVER 20 YEARS (1513) (2008-2028)
OPTION E	Re-allocation: Single strategic location at Barrow	65%	1050 dwellings
	Borough wide needs housing	35%	1340

3 RESULTS OF THE SA OF OPTIONS

3.1 Revised Assessment of Option E

Please also refer to a revised assessment matrix presented in Appendix A of this report.

This option proposes 65% of development on a single strategic site at Barrow with the remaining 35% being distributed across the borough to meet local needs.

For 35% of the option, as with previous similar options, the outcome is uncertain as there is no guidance as to where this development will go. However, there is less uncertainty than with Options D and C.

Currently service provision (including essential services) in Barrow is relatively poor and a new development would need to provide for this to be viable. Transport links include good road access and bus access to Clitheroe and Whalley. The railway runs adjacent to Barrow and there are opportunities to develop a new railway station for the site.

There is also a secondary school in nearby Clitheroe and a number of primary schools although these would come under pressure in the long-term. There are also opportunities to provide open amenity space within the development to encourage healthier lifestyles for its residents. Whilst the development would provide new housing, it is possible that this may be more attractive to residents from outside the borough, although the proximity to the existing Barrow Enterprise Site may help to reduce this effect by providing an opportunity for new residents to work locally. The

good road and potential rail access to the site may result in it becoming a commuter village with economic activity occurring outside the borough. Subsequently, there are concerns about this becoming an isolated commuter development which may not achieve social cohesion with surrounding areas or a sense of community spirit.

Aside from the undetermined 35% of the overall development levels, there are no clear provisions for development in other market towns. Opportunities may be missed to capitalise on existing services and employment in these areas and similarly towns such as Clitheroe and Whalley may be overlooked for a level of development which may be beneficial for their vitality. The option also does little to address the issue of poor public transport in rural areas especially for low-income families – this may lead to disparities being increased.

The Barrow site is near to employment opportunities in Clitheroe which is well placed to benefit in terms of existing employment and retail infrastructure. It is also located in close proximity to the Barrow Enterprise Site, a principal employment growth area for the borough. The proximity of the proposed housing and recognised employment area would reduce the travel distance between homes and jobs in this area and provide a local labour force. This in turn has potential to benefit the borough's economy as a whole. It is not known at this stage whether or not the Enterprise Site would result in training opportunities although this is a possibility. Similarly it is not clear at this stage whether the location of houses close to the Enterprise Zone would improve economic inclusion although this is possible.

It is not clear whether the Barrow site would include new employment opportunities other than during construction. It is possible that long-term jobs may not be created. Significant expansion in Barrow may also reduce its visual appeal, although this is uncertain. It is far from certain whether this option will aid rural diversification or whether it will capitalise upon the advantages of economic growth in the market towns, for example Longridge.

With regard to environmental issues, the Barrow site is not located in Greenbelt, AONB or any protected ecological sites, thereby these areas would be indirectly protected. It also lies outside of known floodplain, there are no known strategic heritage constraints and it is likely to avoid exacerbation of adverse air quality within the Clitheroe AQMA. Traffic associated with the strategic site is likely to generate additional movements on the strategic highway network that may extend outside the borough. It may attract/generate trips into neighbouring areas such as Preston and Blackburn which could put pressure on the existing network. The proximity of the proposed homes to jobs at the Barrow Enterprise Site should give rise to the use of more sustainable forms of transport in the immediate area such as walking and cycling and could thereby reduce the potential for vehicular greenhouse gas emissions in that respect.

Greenfield land would need to be used for the Barrow development which would adversely affect the local landscape character, biodiversity and water quality as with Option D.

Conversely, new developments on a large scale such as at Barrow have potential to utilise a high degree of sustainable construction methods, energy efficiency and potentially renewable energy sources such as CHP or district heating schemes. Local benefits could also be achieved through the Community Infrastructure Levy.

Whilst the Barrow site would avoid development in floodplain, it is not known where other development would take place. The option provides no certainty regarding what will be protected and/or enhanced for 35% of the proposed growth.

Key Strengths:

- The strategic site is close to the strategic transport network

- The strategic site is located in close proximity to the Barrow Enterprise Site
- The strategic site presents an opportunity to create a high quality self-sustaining development if well planned
- The strategic site development could be tightly controlled through the strategic planning framework
- The strategic site would avoid the most environmentally sensitive areas of the borough
- There is an opportunity for rural needs to be met through the 35% borough-wide development, although there is some uncertainty regarding this

Key Weaknesses:

- The scale of the strategic site has potential to result in local landscape and visual intrusion, including views from the AONB
- The strategic site would put pressure on the highway network although this could be mitigated through appropriate infrastructure provision and planning at the local level
- The 35% borough-wide development presents a great deal of uncertainty regarding where this may go. It is not clear whether this would meet the borough's needs or not without further controls and guidance.

Recommendations and Mitigation Potential

The majority of development is focussed towards a new strategic site at Barrow. Currently there are no existing facilities to support such a development in this area, so the relative sustainability merits of this proposal would depend upon its ability to provide such services and create a self-sustaining community. Consequently there is some uncertainty regarding whether this is fully achievable. As with some other options, there also remains significant uncertainty regarding where the remaining 35% of development would be located. Recommendations are as follows:

- Far more direction is required in this option to maximise benefits where they are required and minimise adverse effects.
- Given the size and nature of the Barrow site, this development would need an appropriate degree of self-sustenance in terms of local amenities, including greenspace provision, public transport improvements, health services, primary school, post office and local shops.
- A masterplan for the site should be created to enable a more strategic level of control by the council over what is developed.
- Service opportunities should be provided within the Barrow development.
- Supporting policy on training and retention in new business opportunities would be beneficial.
- Policy on identifying the most sustainable sites for the remaining 35% of development is required to maximise business benefits.
- Alleviating potential traffic congestion would be an important aspect for this option. This could include local highways infrastructure improvements, multiple access points and provision of effective public/sustainable transport linkages.
- A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale, especially in rural areas associated with the AONB. This would also include strong design policies, and include where large areas of growth are proposed such as in Barrow. This may include high standards of sustainable construction and sustainable energy schemes.

- Development of a station would be an important component of delivering a sustainable site if this option were taken forward.
- As for Option D, a new development provides a number of opportunities to engineer a sustainable community although strong planning controls would be required to ensure this becomes a reality.
- There should be a greater focus on promoting walking and cycling as part of an integrated sustainable transport system. This may be more achievable given the proximity to the employment site.

3.2 Revised Summary of options appraisal

Each of the eight alternative spatial options provides an approach to the distribution of development across the borough. The assessment has sought to assess the relative sustainability merits against the same set of sustainability criteria using the SA Framework.

It should be noted that a number of options are relatively similar albeit for slight variations in the amount of development apportioned to different geographies. This is a strategic assessment of strategic options so fine details of exactly where and how development will be taken forward are not yet established. Consequently, there remains a degree of uncertainty with assessment at this scale which cannot be filled in until the SA of site allocations during the next phase of the LDF preparation. However, it is still possible to make some strong conclusions about the relative risks of the options at this scale in order to help influence broad areas of development towards the most sustainable outcomes. This will provide a sound framework for more detailed decisions in the future.

The assessment has concluded the following high-level spatial priorities to contribute towards a sustainable development pattern:

- A primary focus of development on key market towns to maximise access to services, public transport linkages and jobs, notably in Clitheroe and to a lesser extent in Longridge and Whalley. This also helps to avoid large amounts of development in the most environmentally sensitive areas of the borough.
- A degree of development in rural settlements to meet local needs.
- This provision of a balanced strategy would minimise the effects upon the transport network and would enable realistic levels of growth to be achieved in major centres to retain their vibrancy whilst also encouraging growth in rural areas to preserve their viability and reduce the need to travel.
- Specific reference to areas rather than broad statements such as 'borough-wide' in order to reduce levels of uncertainty.
- The need to avoid development in sensitive environmental areas, notably the AONB (unless tightly controlled) and ecological designations such as SSSIs, the SAC and the SPA. Similarly, the need to avoid a cumulative erosion of rural character through excessive rural development.
- Whilst there are some merits to developing strategic sites, especially within reach of existing centres, there should be strict guidance as to how such sites are developed, integrated and can incorporate an appropriate level of self-sustainability, together with addressing their transport infrastructure needs.

Option 1 performs strongly with respect to focussing development in market towns whilst also giving support to rural needs and minimising adverse effects upon the natural environment. However, it misses an opportunity to capitalise on co-location of homes, jobs and services in

Longridge and potentially places too much pressure on services and traffic infrastructure in Whalley. Option 2 also performs well in terms of focussing in market towns and includes more development in Longridge. However, it is considered that more development would be appropriate in Clitheroe than is proposed here and potentially too much pressure could be put on services in Whalley. Option 3 would provide a lower level of growth in the market towns, thereby not fulfilling the potential to co-locate homes and services, jobs and transport infrastructure. Instead, a large proportion of development is proposed for rural areas which has the potential to erode rural character, the natural environment and encourage a greater dependence upon the private car. Conversely, Options 1 and 2 would offer greater levels of protection to the natural environment such as the AONB through focussing more development in the market towns. The highways infrastructure in these areas is inadequate to accommodate this level of development.

Option A provides the majority of development in the three main market towns including over 50% in Clitheroe. This level of development has potential to put considerable pressure on services in Clitheroe. Only 10% is earmarked for rural areas which is seen as relatively limited compared to other options and may not result in rural needs being met.

Option B provides a more balanced approach with 80% of development focussed in the market towns where there is good access to services and transport connections. 20% is focussed in rural areas to provide support to rural housing needs and retention of services without significantly affecting rural character or the natural environment. This should provide a balanced spread of development with key service centre focus should provide an overall better balance in terms of minimising road journeys with consequent benefits with respect to carbon emissions and energy use. Overall this is considered to be the most balanced and sustainable option proposed.

Option C proposes borough-wide housing depending upon local needs. There is very little guidance with this option which gives rise to the possibility that significant amounts of inappropriate development may occur, including in environmentally sensitive areas. This may put too much pressure on services in some areas and other areas which are in need of investment may miss out. There is also the risk that this approach gives a great deal of emphasis to individual developers which would not necessarily guarantee a sustainable approach to future development.

Option D proposes half the growth in a strategic site south of Clitheroe and half spread across the remaining borough. The strategic site presents a number of opportunities if its design and implementation are tightly controlled, for example, it would provide good access to amenities and jobs in Clitheroe and is close to the strategic transport network, it would avoid the most environmentally sensitive areas of the borough and there are opportunities to implement high-levels of sustainable design. However, the scale of the strategic site has potential to result in local landscape and visual intrusion, including views from the AONB towards Clitheroe and it would require considerable highways infrastructure improvements to ensure against potentially significant effects upon the strategic transport network. The 50% borough-wide development presents a great deal of uncertainty regarding where this may go. It is not clear whether this would meet the borough's needs or not without further controls and guidance.

Option E proposes a strategic site at Barrow to take 65% of the borough's growth over the plan-period. As with Option D this presents an opportunity to create a high-quality sustainable new settlement if its design and implementation are tightly controlled. It would also be located adjacent to a strategic employment site. It would also avoid significant development in the more environmentally sensitive parts of the borough. There is also an opportunity for rural needs to be met through the 35% borough-wide development, although there is some uncertainty regarding this. However, as with option D, The scale of the strategic site has potential to result in local

landscape and visual intrusion, including views from the AONB and it would put significant pressure on the highways network, although this could potentially be mitigated at the local level.

Overall, none of the options address the issue of poor public transport in rural areas especially for low-income families – this may lead to disparities being increased. All of the options would also require additional investment in transport infrastructure based upon feedback from Lancashire County Council.

A summary comparison of the assessment of the options and the preferred option is presented in Table 4-2.

Table 3-1 Summary of Assessment Scores of the Spatial Strategy Options

SA Objectives	Strategic Options								
	1	2	3	A	B	C	D	E	DM
To reduce crime, disorder and fear of crime	0	0	0	0	0	?	0	0	?
To improve levels of educational attainment for all age groups and all sectors of society	+	+	+	+	+	?	+/?	+/?	+/-
To improve physical and mental health for all and reduce health inequalities	+	+	+	+	+	?	+/?	?	+/-
To increase the availability of quality affordable housing and social and sheltered accommodation in areas most at need	+	+	+	+	+	?	+/?	+/?	+/-
To protect and enhance community spirit and cohesion	?	?	-	?	?	?	-	-	?
To improve access to basic goods, services and amenities for all groups	+	++	++	+	+	?	+/?	?	+/-
To encourage sustainable economic growth and business development across the Borough	+	++	+/-	++	++	?	+/?	+/?	+
To develop the skills and training needed to establish and maintain a healthy labour market	+	+	+	+	+	?	+/?	?	+
To encourage economic inclusion	?	?	+	+/-	?	?	?	+/?	?
To strengthen the economic base of market towns	+	++	+	++	++	?	+/-	0	++
To encourage rural regeneration and diversification	+	+	++	+/0	+	?	?	?	?
To develop and market the Borough as a place to live, work, do business and visit.	+	+	+/-	+	+	?	+	+/?	+
To protect and enhance biodiversity	+/?	+/?	-	+	+	?	?	+/?	+/?
To protect and enhance the borough's landscape and townscape character and quality	+/?	+/?	--	+/-	+/?	?	-	+/-	+/?
To protect and enhance the cultural heritage resource	?	?	?	?	?	?	?	+/?	?
To protect and enhance the quality of water features and resources	+/?	+/?	-	+/?	+/?	?	-/?	-/?	+/?
To guard against land contamination and encourage the appropriate re-use of brownfield	+	+	-	+	+	?	-/?	-/?	+

SA Objectives	Strategic Options								
	1	2	3	A	B	C	D	E	DM
sites within the urban boundary									
To limit and adapt to climate change	+/-	+/-	--	+/-	+/-	?	?	+/-	+/-
To protect and improve air quality	+/-	+/-	-	+/-	+/-	?	?	0	+/-
To increase energy efficiency and require the use of renewable energy sources	?	?	?	?	?	?	?	+/?	?
To ensure sustainable use of natural resources	?	?	?	?	?	?	?	+/?	?
To minimise waste, increase re-use and recycling	+	+	-	+	+	?	?	+/?	+/-
To promote the use of more sustainable modes of transport	+	+	--	+	+	?	+	+/?	+/-

4 HOW DOES THIS AFFECT THE CHOICE OF PREFERRED SPATIAL STRATEGY

Following the above revision to include the reference to the proximity of a potential development at Barrow to the Barrow Enterprise Site, some minor amendments have been made.

The principal area of change relates to an improvement in the assessment regarding employment and economic growth. There is a secondary benefit in terms of opportunities being created for more sustainable transport provisions between a site at Barrow and the employment site, however following consideration of this secondary benefit, the Council does not consider this revision of such significance that the proposed preferred option for the spatial strategy would be altered.

When determining a preferred option for the plan, a number of factors were considered in reaching the conclusion. This involved considering the findings of the significant evidence base that has been collated, the SA assessment results and the outcomes of the extensive consultations¹. It is evidence therefore that the selection of the preferred option did not rely wholly upon the findings of the SA process. However, even if this were to be the case, it is considered that even with the revisions to the option E element of the SA, option E does not perform significantly better than option D.

When considering these factors as whole, it became clear that a hybrid option would be the most appropriate way forward². The Option B element of the hybrid sees a level of development within the other settlements which reflects the calls to spread development more equitably and proportionally across the borough, as raised during the consultation at the Regulation 25 stage

¹ See para 4.1 of the document titled Summary of Representations received at Alternative Options Stage (forming part of regulation 25) October 2011 (Post 7.5) which illustrates that 90% of the borough has been reached.

² See para 3.20 of the document titled Summary of Representations received at Alternative Options Stage (forming part of regulation 25) October 2011 (Post 7.5)

of production³. In creating the hybrid approach of the two options the distribution across the other settlements has still been applied and the population distribution approach has been applied to the key service centres. The Option D element of the hybrid option sees the allocation of the Standen site, though the total numbers of dwellings has been reduced to reflect the results of the consultation.

If option E had been selected as part of the hybrid option, this would have seen a significant proportion of development within a village location, which would have been contrary to the distribution of development approach set out in Option B. In addition, within the option E element of section 4.3.2 of the SA which presents the results of the SA options, it is stated that *“there are concerns about this [Barrow] becoming an isolated commuter development which may not achieve social cohesion with surrounding areas or a sense of community spirit”* (page 55, fourth para under ‘Option E’ heading of Sub 1.4). The option E element of section 4.3.2 also recognises that with Option E *“opportunities may be missed to capitalise on existing services and employment in these areas [the remaining villages in the borough] and similarly towns such as Clitheroe and Whalley may be overlooked for a level of development which may be beneficial for their vitality”* (page 55, fifth para under ‘Option E’ heading of Sub 1.4). This potential issue is avoided by incorporating Option D within the hybrid rather than Option E.

Overall it was considered that selecting Option E as part of the hybrid option would have significantly affected the rural character of a village location and been contrary to the principle of development distribution set out in the option B element, demonstrated by the SA and public consultation to be a popular approach. The preferred option selected has sought to incorporate the strongest elements of the potential options, whilst seeking to avoid the potentially negative outcomes. It is considered that despite the revision of elements of the SA testing of Option E, the preferred option continues to achieve this.

³ Further evidence of this can be seen in the document titled Summary of Representations received on Regulation 25 Consultation March 2011 (Post 7.6)

Option E: Key aspects of the option: <i>Development will be focused towards land located at a single strategic location at Barrow. The area is of an appropriate scale to accommodate two thirds of the borough's required housing and economic development. Development will be permitted at other locations in the borough to meet identified needs distributed in accordance with option C.</i>					
SA Objectives	Impact	What does this option do that is beneficial to the SA topics? Who/Where will benefit?	What does this option do that could detract from achieving the topics? Who/Where will be affected?	Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?	Could any of the adverse effects be mitigated easily? Could it be enhanced?
To reduce crime, disorder and fear of crime	0	The option promotes significant development on a new site in Barrow – 35% would be spread across the borough to meet local needs. Currently service provision in Barrow is relatively poor and a new development could provide this. If designed appropriately, the development has potential to become a self-sustaining settlement although there is considerable uncertainty regarding this at this stage. Transport links include road and rail (assuming a station could be built) and bus access to Clitheroe and Whalley. There is also a secondary school and primary schools in nearby Clitheroe. There is access to open space in nearby Clitheroe which can encourage the pursuit of healthier lifestyles. The option is unlikely to have a significant impact on crime levels although there is some uncertainty regarding this.	There are currently few essential services in Barrow so all services for the new development would have to be provided. There are concerns about this becoming an isolated commuter development which may not achieve social cohesion with surrounding areas or a sense of community spirit. Whilst the development would provide new housing, it is possible that these may be more attractive to residents from outside the borough. The Barrow development may detract investment away from Clitheroe and Whalley. 35% of the proposed growth would be spread across the borough. It is not known where this will be. The outcome of this is extremely uncertain as there is no guidance as to where 35% of the development will go. Under one scenario this may be very beneficial for certain parts of the community, for example rural areas which may see a more even spread of development across the borough and provision of more local services. However, the option may equally result in all development occurring in the market towns depending upon market forces. This could potentially put too much pressure in these areas and provide insufficient benefits to others. There is less uncertainty than for option D.	The option does not provide any certainty regarding who will benefit or otherwise for 35% of the growth. As such, it is not known whether rural needs would be met or not. There is no clear reference to the market towns and these areas may be overlooked.	Far more direction is required in this option to maximise benefits where they are required and minimise adverse effects. Given the size and nature of the Barrow site, this development would need an appropriate degree of self-sustenance in terms of local amenities, including greenspace provision, public transport improvements, health services, school, post office and local shops. A masterplan for the site should be created to enable a more strategic level of control by the council over what is developed.
To improve levels of educational attainment for all age groups and all sectors of society	+/? I S-M-T,R,C				
To improve physical and mental health for all and reduce health inequalities	?				
To increase the availability of quality affordable housing and social and sheltered accommodation in areas most at need	+/? D S-M-T,R,C				
To protect and enhance community spirit and cohesion	- I S-M-T,R,C				
To improve access to basic goods, services and amenities for all groups	? D S-M-T,R,C				
To encourage sustainable economic growth and business development across the Borough	+/? I S-M-T,R,C	The Barrow site is near to employment opportunities in Clitheroe which is well placed to benefit in terms of existing employment and retail infrastructure. It is also located in close proximity to the Barrow Enterprise Site, a principal employment growth area for the borough. The proximity of the proposed housing and recognised employment area would reduce the travel distance between homes and jobs in this area and provide a local labour force. This in turn has potential to benefit the borough's economy as a whole. It is not known at this stage whether or not the Enterprise Site would result in training opportunities although this is a possibility. Similarly it is not clear at this stage whether	It is not clear whether the Barrow site would include new employment opportunities within the site itself other than during construction. It is possible that long-term jobs may not be created within the site. The good road and rail access to the site may result in it becoming a commuter village with economic activity occurring outside the borough. Significant expansion in Barrow may reduce its visual appeal thereby potentially affecting the tourism industry, although this is uncertain. For 35% of the proposed growth, the outcome is extremely uncertain as there is no guidance as to where development will	A key concern with this option is the lack of certainty regarding who will benefit or otherwise. It is far from certain whether this option will aid rural diversification or whether it will capitalise upon the advantages of economic growth in the market towns, for example Longridge. The option does little to address the issue of poor public transport in rural areas especially for low-income families – this may lead to disparities being increased.	Employment and service opportunities should be provided within the Barrow development. Supporting policy on training and retention in new business opportunities would help. Policy on identifying the most sustainable sites is required to maximise business benefits. Broadband access is limited in rural areas. This would need to be improved to help support business development. Far more direction is required in this option to maximise benefits where they are required and minimise adverse effects.
To develop the skills and training needed to establish and maintain a healthy labour market	?				
To encourage economic inclusion	+/? I S-M-T,R,C				
To strengthen the economic base of market towns	0				
To encourage rural regeneration and diversification	?				

Option E:					
Key aspects of the option: <i>Development will be focused towards land located at a single strategic location at Barrow. The area is of an appropriate scale to accommodate two thirds of the borough's required housing and economic development. Development will be permitted at other locations in the borough to meet identified needs distributed in accordance with option C.</i>					
SA Objectives	Impact	What does this option do that is beneficial to the SA topics? Who/Where will benefit?	What does this option do that could detract from achieving the topics? Who/Where will be affected?	Is there anything that this option does not do which perhaps it should – eg any current issues which it doesn't address? Who/Where is missed out?	Could any of the adverse effects be mitigated easily? Could it be enhanced?
To develop and market the Borough as a place to live, work, do business and visit.	+/? I S-M-T,R,C	the location of houses close to the Enterprise Zone would improve economic inclusion although this is possible. Transport connections to Clitheroe and Whalley are string via road, rail and bus routes.	go. Under one scenario this may be very beneficial for certain parts of the community, for example rural areas which may see a more even spread of economic development across the borough and provision of rural diversification. However, the option may equally result in all development occurring in the market towns depending upon market forces.		
To protect and enhance biodiversity	+/? D/I S-L-T,I,C	The Barrow site is not located in Greenbelt, AONB or any protected ecological sites, thereby these areas would be indirectly protected.	It is uncertain where 35% of development would go and this may result in impacts on protected areas or floodplain.	The option provides no certainty regarding what will be protected and/or enhanced for 35% of the proposed growth.	A strong policy framework is required to protect environmental, landscape and heritage features at the micro-scale, especially in rural areas associated with the AONB. This would also include strong design policies, and include where large areas of growth are proposed such as in Barrow. This may include high standards of sustainable construction and sustainable energy schemes. Far more direction is required in this option to maximise benefits where they are required and minimise adverse effects. Alleviating potential traffic congestion would be an important aspect for this option. This could include local highways infrastructure improvements, multiple access points and provision of effective public/sustainable transport linkages.
To protect and enhance the borough's landscape and townscape character and quality	+/- D S-L-T,I,C	It also lies outside of known floodplain, there are no known strategic heritage constraints and it is likely to avoid exacerbation of adverse air quality within the Clitheroe AQMA.	Greenfield land would be used for the Barrow development which would adversely affect the local landscape character although it is uncertain whether this would be the case in other areas.		
To protect and enhance the cultural heritage resource	+/? D/I S-L-T,I,C	New developments on a large scale such as at Barrow have potential to utilise a high degree of sustainable construction methods, energy efficiency and potentially renewable energy sources such as CHP or district heating schemes.	There are good public transport links to Clitheroe thereby helping to reduce private car use and hence adverse air and CO ₂ emissions. However, the good road links may also encourage further car use over a wider area. Traffic associated with the strategic site is likely to generate additional movements on the strategic highway network that may extend outside the borough. It may attract/generate trips into neighbouring areas such as Preston and Blackburn which could put pressure on the existing network.		
To protect and enhance the quality of water features and resources	-/? D S-L-T,I,C	The proximity of the proposed homes to jobs at the Barrow Enterprise Site should give rise to the use of more sustainable forms of transport such as walking and cycling and could thereby reduce the potential for vehicular greenhouse gas emissions.	Whilst the Barrow site would avoid development in floodplain, it is not known where other development would take place.		
To guard against land contamination and encourage the appropriate re-use of brownfield sites within the urban boundary	-/? D S-L-T,I,C	However, note the comment in the adjacent column about it good road connections.			
To limit and adapt to climate change	+/- I S-L-T,I,C				
To protect and improve air quality	0				
To increase energy efficiency and require the use of renewable energy sources	+/? D/I S-L-T,I,C				
To ensure sustainable use of natural resources	+/? D/I S-L-T,I,C				
To minimise waste, increase re-use and recycling	+/? D/I S-L-T,I,C				
To promote the use of more sustainable modes of transport	+/? I M-L-T,I,C				