

Lancaster Local Plan
Climate Emergency Review

Sustainability Appraisal (SA)

SA Report

November 2021

Quality information

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1. Introduction

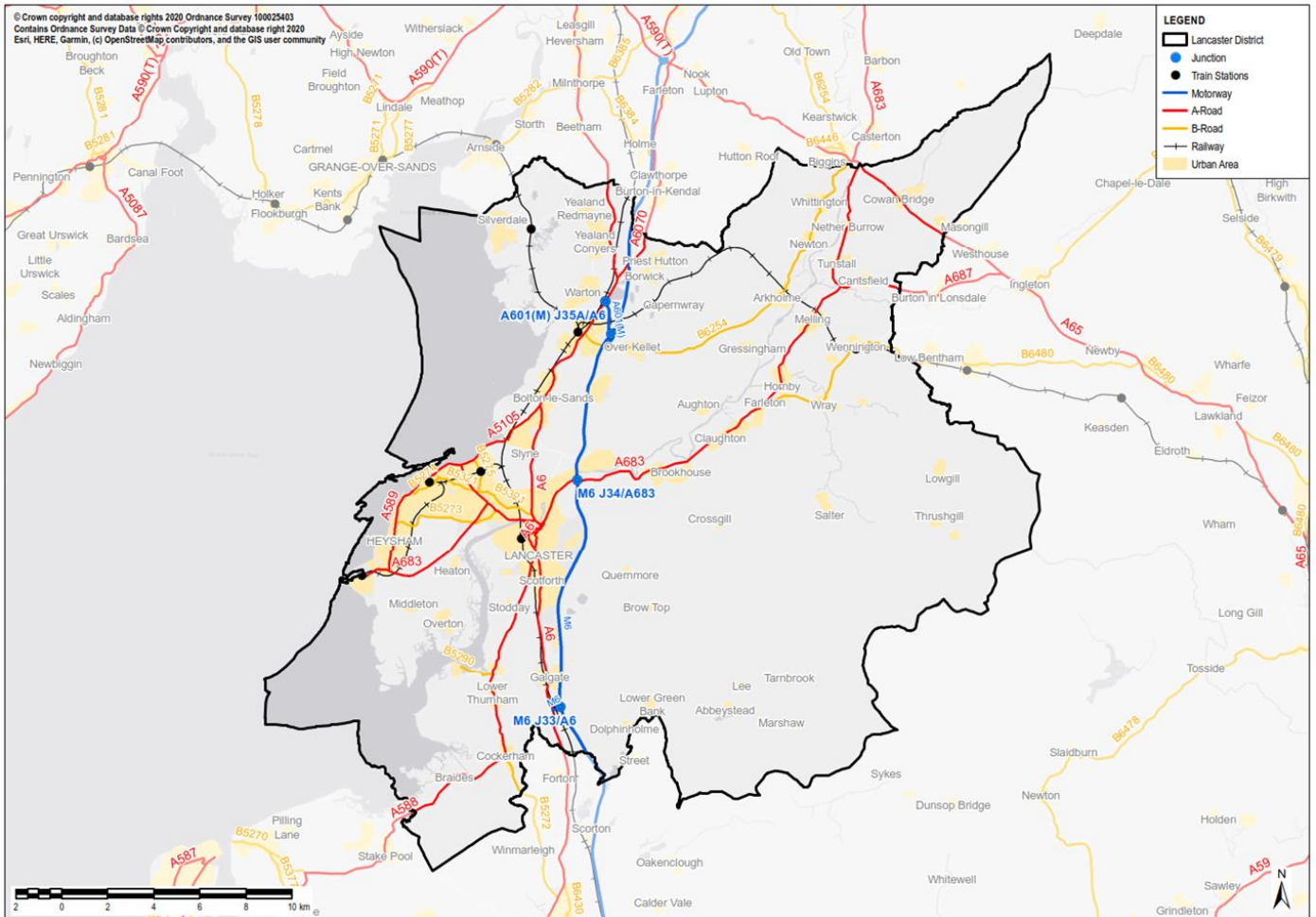
Background

- 1.1 AECOM has been commissioned by Lancaster City Council to undertake a sustainability appraisal (SA) in support of the Local Plan Review (the 'Plan').
- 1.2 The Local Plan Review focuses on the how the Plan can enhance its contribution towards climate change mitigation and enhancement. A key reason for the review is to respond to the declaration of a climate emergency by Lancaster City Council on the 30th January 2030.
- 1.3 This SA Report reports on the findings of the sustainability appraisal process at this point in time. It includes:
 - The scope of the SA (i.e. the background information and methodology)
 - Consideration of options
 - Recommendations
 - Appraisal of draft Plan policies
- 1.4 This SA Report constitutes an 'SA Report' as defined by the SEA Regulations (i.e. the SA Report that should be prepared and consulted upon alongside the draft Local Plan at Regulation 19 stage of the Planning Regulations).

Planning policy context

- 1.5 On 29 July 2020, Lancaster City Council formally adopted its Local Plan: Strategic Policies and Land Allocations DPD and Review of the Development Management DPD. These documents shape the future of Lancaster District up until 2031, and plan for more housing, new employment, open spaces, shops and community facilities, all of which are necessary to create places in which people want to live, work and do business.
- 1.6 On 30 January 2019, the council declared a climate emergency. Whilst the newly adopted Local Plan does seek to address climate change, it was too far advanced in the plan preparation process to incorporate some of the actions and directions of the climate emergency declaration. The Council therefore entered into an immediate Local Plan review to ensure that the aspects of this important agenda are adequately considered and include the necessary mitigation and adaption measures to address the climate emergency.
- 1.7 The Plan area is illustrated on Figure 1.1 below.

Figure 1.1: Lancaster District



SA Explained

- 1.8 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which transposed into national law EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA).
- 1.9 In-line with the Regulations, a report (known as the SA Report) must be published for consultation alongside the Draft Plan that essentially 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'.
- 1.10 The report must then be taken into account, alongside consultation responses, when finalising the plan.

2. Scoping

Introduction

- 2.1 The Scoping stage of the SA process is used to establish the key issues that should be the focus of the appraisal, as well as the assessment methodologies.
- 2.2 A Scoping Report was prepared and published for consultation for a five week period in October 2020. Following consideration of the comments received, the scope of the SA was determined and provides the baseline position against which appraisals have been undertaken.
- 2.3 It should be noted that the scope of the SA is fluid and has been updated throughout the plan making process in light of new evidence. The scope of the SA is presented in full within a separate document (the Scoping Report). The key outputs of the scoping process are the identification of key issues and establishing a sustainability appraisal framework. Each is discussed below.

Summary of key issues

- 2.4 The key issues identified through the scoping process are summarised below. These issues are identified by gathering baseline information from a range of data sources, as well as undertaking a review of plans, policies, programmes and strategies that are relevant to the plan review.

Air Quality

- Lancaster City Council conducts a variety of objective pollutant monitoring measures in the Plan area. Continuous monitoring stations in Cable Street and Dalton Square reveals that annual mean levels for these pollutants fell below the National Objective in 2018.
- Monitoring of three AQMAs within the District (Lancaster AQMA, Carnforth AQMA; and Galgate AQMA) indicated that some monitored locations still indicated exceedance of the annual mean nitrogen dioxide objective.
- The main air quality issues in Lancaster District remain linked to emissions from road traffic.

Biodiversity

- Achieving biodiversity preservation, restoration and net gain through the development process are key policy aims and development proposals should continue to seek to contribute to both on-site and habitat corridor-wide net gain.
- Lancaster District has a rich variety of biodiversity assets which are of strategic significance, including:
 - 8 International sites (2 Ramsar sites, 3 SACs, 3 SPAs);
 - 30 National sites (1 NNR, 29 SSSIs); and

- Local sites (250 County Biological Heritage Sites, County Geological Heritage Sites, Limestone Pavement Order sites, Regionally Important Geological Sites and numerous areas of ancient woodland and common land).

Climate Change Adaptation

- Becoming more resilient to the expected effects of climate change is a critical national and local objective.
- Some areas of the District which are proximate to water courses and/or the sea are vulnerable to flooding; with some of these flood risk zones running through built-up areas, specific land uses are especially vulnerable where adaptation measures have not been put in place.
- The majority of fluvial flood risk in Lancaster District comes from the River Lune and its tributaries, as well as the Rivers Keer and Conder. The areas at risk include urban land in Lancaster District, as well as rural locations.
- With regards to surface water flooding, there are certain locations, generally within urban areas, where the probability and consequence of pluvial and sewer flooding are more prominent due to the complex hydraulic interactions that exist in the urban environment.
- Past flooding events present unique challenges for climate change adaptation with regards to flood risk management.
- It is anticipated that climate change will increase sea levels and cause weather to become more variable. It is therefore likely that the flood risk from tidal sources in the District will continue to increase over time.

Lowering Carbon Emissions

- Lancaster District Council has recently declared a climate emergency and is seeking to achieve net zero carbon emissions by 2030.
- The District has UK-leading rates of offshore wind generated power, ranking first in the entire UK in 2019 for the number of gigawatt hours produced by offshore wind. This has driven a similarly high overall rate of renewable energy generation, with Lancaster ranking 4th overall in the UK in terms of total renewable energy generated from all sources.
- There could be scope to build on this further through greater exploitation of the District's potential for both onshore wind and solar generated energy.
- Lancaster District's carbon emissions per capita are lower than the North West region and England as a whole and have demonstrated a steady decline since 2005.
- The transportation sector is the highest contributor to carbon dioxide emissions within the Plan area (as of 2018). Development has the potential to exacerbate these effects through increased private vehicle use in the District, though could also help encourage greater take up of walking and cycling.

- Lancaster District has some of the UK's most significant expanses of peat bogs which are highly effective at capturing and storing carbon from the atmosphere.

Economy and Employment

- The key contributors towards Lancaster District's economy have been identified as the digital sector and the green energy sector, as well as Heysham port, University-related growth, tourism and hospitality. There could be scope to build on existing green energy generation to position the District as a green energy hub.
- The majority of those commuting into Lancaster District for work travel from South Lakeland and Wyre (3,459 commuters), whilst residents in the District mostly travel to South Lakeland, Preston and Wyre (5,743). These journeys are currently mostly made by private car.
- The facilitation of high-quality and superfast broadband in rural areas will be required to ensure that everyone has equal opportunities and access to the digital economy, supporting working from home and helping reduce the need to travel for work.

Health and Wellbeing

- There are a number of spaces within the District which have been identified by the council as valuable green spaces. These include parks, public gardens, Nature reserve and allotments. Residents have reported that current green space provision is satisfactory in the recent Open Space Assessment Report (2018) produced by Lancaster City Council.
- Data regarding life expectancy indicates that male life expectancy in the District is lower than averages for the region and country as a whole.
- According to census data (2011), the majority of residents in the Plan area are in at least 'fair' health (94.2%), in line with trends for the region and country.
- The recovery from the Covid-19 pandemic will have direct and indirect implications for the District's residents in terms of their physical and mental wellbeing.

Historic Environment

- Lancaster District has a rich historic environment with a wide range of designated and non-designated assets. This is demonstrated by the fact that the plan area includes 1,336 listed buildings, of which 1,244 are Grade II, 68 are Grade II* and 24 are Grade I, as well as 37 scheduled monuments, 3 registered parks and gardens and 37 conservation areas.

- There are currently 13 buildings deemed to be 'at risk' by Historic England and it will be important to look for opportunities to facilitate the restoration of these through the development process where possible.
- Waterfront areas of historic significance, such as parts of central Morecambe and St George's Quay in the city of Lancaster, could be at risk of adverse effects from climate change related weather events and flooding from the sea.

Housing

- Home ownership in Lancaster District (69.2%) is higher than comparative average figures for the region (64.5%) and country as a whole (63.3%).
- Short term housing land supply appears constrained, though longer term supply appears more robust.
- Lancaster District comprises its own Housing Market Area based on high levels of self-containment.

Natural Resources

- Parts of the west, south and north east of the District are underlain by grade 3 agricultural land, particularly the land to the west of the A6 and a large area east of Heysham. A very limited area of higher quality Grade 2 land is evident in the far south of the District at the boundary with Wyre District.
- Lancaster District is located within two water management catchments, the Lune and Wyre management catchments. The Lune catchment encompasses the whole of the river Lune, and a total of 44 waterbodies, none of which reach 'good' chemical status. The Wyre catchment contains 18 waterbodies, and none of these reach 'good' chemical status. Reasons behind not reaching at least 'good' chemical status include Agriculture and rural land management, the Water Industry and Industry in general.
- There are 4 SPZs located within Lancaster District. These are: an extensive area running south into the Wyre District from the mouth of the Lune estuary, a small area at Leck Fell and two total catchment SPZs to the east of Abbeystead.
- There are a number of key minerals extraction sites within the Plan area and a Petroleum Exploration and Development License was granted in 2016 to facilitate exploration of on-shore fracking opportunities.

Landscape

- There are two AONBs which fall partially within the Plan area, Forest of Bowland and Arnsdale & Silverdale. The AONBs are sensitive to change and are afforded high levels of protection from most forms of development.
- The North Lancashire Green Belt is present in the centre south of the District, providing a significant constraint to most forms of development.
- A notable landscape feature of the District is the presence of some of the most extensive blanket peat bogs in the country which play a key role in mitigating climate change through carbon storage.

- Lancaster District extends across four National Character Areas, and at a more granular level the Landscape Strategy for Lancashire identifies several local landscape character areas (LCAs) within Lancaster District. It will be important that these character areas are respected through the development process.

Population and communities

- Lancaster District's population has grown at around 9% since 2001. Should this rate of growth continue, there will be a commensurate increase in the demands placed upon energy generation, transport and other emissions generating activities.
- As the population continues to grow, it will be important that access to local community facilities remains available to avoid unnecessary car journeys to access more distant services.
- Levels of household deprivation within the District are notably low in comparison to the region and country as a whole, including in relation to household heating.

Transportation

- The District has good transport connections to the wider regions. Train services run northwards towards Cumbria and Scotland and south towards Preston, Manchester and London. The District's urban areas are relatively well served by buses with quality bus routes. Heysham Port has benefited from significant investment over recent years and now operates as one of the North West's main ports
- The principle road artery within Lancaster District is the M6, which provides onwards connectivity with Greater Manchester and Merseyside to the south and the Lake District to the north. Regular bus services within the urban area are extensive.
- The predominant form of transport is by car and/or van. However, there are also positive rates of commuting by foot.
- With regards to car ownership, a large proportion of residents in Lancaster District (75.4%) own at least one car/van (shown in Figure 12.2), greater than comparative figures for the North West (72.0%) and England as a whole (74.0%).
- Key congestion points within the District were around Lancaster city centre and on the radial approaches to the city centre in both peak periods. The development of the Heysham to M6 Link Road in October 2016 aimed to remove a significant volume of traffic congestion from River Lune bridges in Lancaster city centre.
- The sustainable transport network within the District is reasonably strong in certain areas, with over 75km of cycle networks within the plan area.

The SA Framework

Air quality: *Protect and improve air quality (objective EN8 from the SA of the LPP1 and LPP2).*

Biodiversity: *To protect , restore and enhance biodiversity (objective EN3 from the SA of the LPP1 and LPP2).*

Climate change adaptation: *To limit and adapt to climate change (objective EN1 from the SA of the LPP1 and LPP2).*

Lowering carbon emissions: *Increase energy efficiency, require the use of low carbon energy sources, and reduce GHG emissions through sequestration (amended objective EN6 from the SA of the LPP1 and LPP2).*

Economy and employment: *Encourage thriving local economies, ensure key economic drivers are strong, ensure the workforce meets local economic needs and encourage economic inclusion. (Objectives EC1, EC2, EC3 and EC4 of the SA for the adopted LPP1 and LPP2).*

Health and wellbeing: *Improve physical and mental health for all and reduce health inequalities (objective S3 from the SA of the LPP1 and LPP2)*

Historic Environment: *Protect and enhance the historic environment and heritage assets (Objective EN7 from the SA of the LPP1 and LPP2).*

Housing: *Ensure the timely delivery of high quality housing to meet local needs.*

Natural resources:

Ensure the sustainable use of land and mineral resources (amended objective EN5 from the SA of the LPP1 and LPP2)

To protect and make efficient use of water resources (amended objective EN5 from the SA of the LPP1 and LPP2)

To minimise waste, increase re-use and recycling and other forms of sustainable waste management. (amended objective EN9 from the SA of the LPP1 and LPP2)

Landscape: *To protect and enhance landscape and townscape character and quality (objective EN4 from the SA of the LPP1 and LPP2)*

Population and communities: *Ensure good access to community services for all community groups, seeking to reduce deprivation and inequality. (new objective)*

Transport: *To improve sustainable access to basic goods, services and amenities for all groups (objective S5 from the SA of the LPP1 and LPP2)*

3. Consideration of options

Background

- 3.1 An important requirement of the sustainability appraisal process is to consider reasonable alternatives (to the Plan). The regulations are not prescriptive on what this must involve, but case law suggests that what constitutes a reasonable alternative is a 'planning judgement' to be made by the Local Planning Authority.
- 3.2 In the case of this Local Plan Review, there is a focus on climate change, and therefore the reasonable alternatives only need to be focused on the relevant elements of the Plan that relate to climate change.
- 3.3 The first step in identifying reasonable alternatives was to explore which planning policies should be revisited in the review of the Local Plan. To aid this process, the Council undertook a scoping consultation for eight weeks from 25th September to the 20th November 2020. The consultation was focused around five topics: water management, heritage and climate change, energy efficiency in housing, green and blue infrastructure, and transport. Through the consultation, the Council suggested a range of policies which ought to be the focus of the Plan review, whilst also identifying policies which did not need further consideration.
- 3.4 The following policies were 'scoped in' to the Plan Review (*where the policy names have been altered as a result of the review process, the new policy name is shown*):

Part 1 Local Plan Policies

- SP4 Priorities for Sustainable Economic Prosperity
- SP8: Protecting the Natural Environment
- SP9 Maintaining Strong and Vibrant Communities
- SP10: Improving Transport Connectivity
- SG4 Lancaster City Centre
- SG12 Port of Heysham and Future Expansion Opportunities
- SG13 Heysham Gateway, South Heysham
- SC4: Green and Blue Corridors and Chains
- SC5: Recreation Opportunity Areas
- T2: Developing the Cycling and Walking Network
- T4: Public Transport Corridors
- EN9: Air Quality Management Areas
- T1: Lancaster Park and Ride

Part 2 Local Plan Policies

- DM2: Space and Accessibility Standards
- DM3: The Delivery of Affordable Housing
- DM27: Open Space, Sports and Recreational Facilities
- DM29: Key Design Principles
- DM30: Sustainable Design
- DM31: Air Quality Management and Pollution

- DM33: Development and Flood Risk
- DM34: Surface Water Run-off and Sustainable Drainage
- DM35: Water Supply and Waste Water
- DM36 Protecting Water Resources, Water Quality and Infrastructure
- DM43: Green and Blue Infrastructure
- DM45: Protection of Trees, Woodland and Hedgerows
- DM53: Renewable and Low Carbon Energy Generation
- DM57 Health and Wellbeing
- DM58 Infrastructure Delivery and Funding
- DM59 Telecommunications and Broadband Improvements
- DM60: Enhancing Accessibility and Transport Linkages
- DM61: Prioritising Walking and Cycling
- DM62 Vehicle Parking Provision and Electric Vehicle Charging Points
- DM63: Transport Efficiency and Travel Plans
- DM64: Lancaster District Highways and Transport Masterplan

Options considered

- 3.5 The next step taken was to consider different options for each policy / topic area that had been 'scoped in' to the Plan Review.
- 3.6 The Council considered what options there were for each policy, and set out the decision making rationale in a series of topic papers. At the same time, consideration was given as to whether any of the options identified should be appraised through the SA process. In addition to the existing plan policies, five new policies were developed, which were also subject to the options consideration process.
- 3.7 Reasonable Alternatives in the context of SA / SEA need to be strategic in nature, meaningful and deliverable. There is no value in appraising options if they are not likely to lead to significant effects. In particular, procedural choices such as 'amending the existing policy' are not necessary to test in the SEA as there would simply be no effects if the existing policy was retained.
- 3.8 Table 3.1 below lists the options that have been considered for each policy that is scoped into the Plan Review. An explanation is given as to whether or not the options need to be appraised through the SA Process (i.e. whether the options constitute reasonable alternatives). Some policy names were amended by the City Council through this work, the revised names are reflected in the table below. The policy options are arranged according to the topic papers within which the options were presented.

Table 3.1 Consideration of policy options in the topic papers

Policies	Options considered	Reasonable alternatives for the purpose of SA?
Topic Paper 1: Water Management		
DM33 Development and flood risk	Not amending policy	No. The implications of doing nothing is essentially a continuation of the baseline position and will be identified through the appraisal of any changes.
DM34 Surface Water and Sustainable Drainage	A range of procedural options were identified relating to the implication of SUDs.	No. Whilst there are policy choices that could have implications, the choice essentially comes down to the trade-off between higher standards in relation to water management and how this affects viability.
DM35 Water Supply and Waste Water	Retain existing policy / Higher water efficiency standards / Expand BREEAM requirements.	No. Though the policy has been amended, the deleted content is still included within the Plan, under a different policy.
DM36 Protecting Water Resources, Water Quality and Infrastructure	No options identified.	None identified.
Topic Paper 2: Green and Blue Infrastructure		
DM43 Green and Blue Infrastructure	A range of specific policy options were identified such as removing reference to particular parts of the policy.	No. Options such as whether to remove specific reference to green infrastructure types are not necessary to test in the SA (or would be difficult to test given the lack of detailed evidence).
SP8 Protecting the Natural Environment	Do nothing	No. Procedural choices such as 'not changing the policy' would not lead to significantly different outcomes in terms of sustainability.
SC4 Green and Blue Corridors and Chains	Do nothing / make minor changes / retain existing networks only.	Widening identified networks is considered to be a choice that does not lend itself to meaningful SA. To not take account of the GBI strategy is considered unreasonable.
SC5 Recreation Opportunity Areas	A range of policy approaches relating to the classification or identification of opportunity areas.	Widening the identified networks is not considered to be a choice that lends itself to meaningful SA/SEA

Policies	Options considered	Reasonable alternatives for the purpose of SA?
DM27 Open Spaces, Sports and Recreational Facilities	Do nothing / set specific guidance	No. Procedural choices such as 'not changing the policy' would not lead to significantly different outcomes in terms of sustainability.
Policy DM45: Protection of Trees, Hedgerows and Woodland	Do nothing.	Procedural choices such as 'doing nothing' would not lead to significantly different outcomes in terms of sustainability.
Topic Paper 3: Strategic Transport		
T1 Lancaster Park and Ride	No changes proposed.	None identified.
T2 Developing the Cycling and Walking Network	The Council considered the listing of specific cycle network schemes and projects within the Policy.	Procedural choices such as whether to list projects or not are not necessary to test in the SA, as they would not lead to different outcomes in terms of sustainability.
T4 Public Transport Corridors	Considered the inclusion of bus rapid transit routes, but concluded it would be premature to set out in policy. Additional rail stations were considered under this policy but then ruled out.	None identified.
EN9 Air Quality Management Areas	No changes proposed.	None identified.
DM31 Air Quality Management and Pollution	No policy changes proposed.	None identified.
DM60 Enhancing Accessibility and Transport Linkages	Limited scope for change.	None identified.
DM61 Prioritising Walking and Cycling	None identified	None identified.
DM62 Vehicle Parking Provision and Electric Vehicle Charging Points	Do nothing. The council consider this to be unreasonable.	None identified.

Policies	Options considered	Reasonable alternatives for the purpose of SA?
DM63 Transport Efficiency and Travel Plans	Limited scope for change.	None identified.
DM64 Lancaster District Highways and Transport Masterplan	None identified	None identified.
SP10 Improving Transport Connectivity	Limited scope for change.	None identified.
SG12 Port of Heysham and Future Expansion Opportunities	Limited scope for change.	None identified.
Topic Paper 4: Heritage and Climate Change		
CCH1 Retrofit of Buildings of Traditional Construction for Energy Efficiency	Do nothing was considered but found unreasonable.	None identified.
CCH2 Micro Renewables in the Setting of Heritage Assets	Do nothing. Amend existing policy.	No. Procedural choices such as 'amending the existing heritage policy' are not necessary to test in the SA.
Topic Paper 5: Sustainable Design, Energy Efficiency and Renewable Energy		
DM2: Space and Accessibility Standards	No changes proposed.	None identified.
DM29: Key Design Principles	Procedural options relating to which policies details should be contained within.	No. The content of the plan would be the same regardless of which policies cover certain details.
DM30: Sustainable Design *Split into three separate policy areas covering a more comprehensive set of criteria	Several options identified relating to the extent to which standards could be improved (or not)	Whilst these are genuine options, they are not reasonable alternatives for the purpose of SA. Higher standards of design are inherently positive, with cost being the main barrier. Therefore the key determinant of the policy approach is viability (Which is addressed in a separate technical study).

Policies	Options considered	Reasonable alternatives for the purpose of SA?
DM53: Renewable and Low Carbon Energy Generation	Do nothing	No. Procedural choices such as 'not changing the policy' would not lead to significantly different outcomes in terms of sustainability.
Topic Paper 6: Miscellaneous policies		
SP4 Priorities for Sustainable Economic Prosperity	Do nothing was considered but found unreasonable.	None identified.
SP9 Maintaining Strong and Vibrant Communities	Do nothing was considered but found unreasonable.	None identified.
SG4 Lancaster City Centre	Do nothing was considered but found unreasonable.	None identified.
SG13 Heysham Gateway, South Heysham	Do nothing was considered but found unreasonable.	None identified.
DM57 Health and Wellbeing	Do nothing was considered but found unreasonable.	None identified.
DM58 Infrastructure Delivery and Funding	Do nothing was considered but found unreasonable.	None identified.
DM59 Telecommunications and Broadband Improvements	Do nothing was considered but found unreasonable.	None identified.
Policies not in topic papers		
DM3: The Delivery of Affordable Housing	Changes were for clarity only, so DM3 was not included in a topic paper, nor were options explored.	None identified
CC1 Responding to Climate Change and Creating Environmental Sustainability	Do nothing was considered but found unreasonable.	None identified.

4. Influencing policy development

Introduction

- 4.1 Having identifying which policies should be the focus of the Plan review, and then establishing what the preferred policy options were, the Council proposed a range of amendments to specific policies (including the addition of new policies).
- 4.2 Alongside this process, a high level assessment was undertaken against the SA Framework. At this stage, given that policy amendments were draft, the SA was utilised proportionately as follows:
- to help identify the broad nature of effects that proposed changes would be likely to generate on different SA objectives.
 - to identify potential conflicts between policies and delivery issues.
 - to make recommendations as to how the plan policies could be improved so as to mitigate negative effects and promote positive effects.
- 4.3 The Council consolidated work on policy development in a series of topic papers (corresponding to the topics established through scoping), which were subject to consultation between 23rd July and 17th September 2021. The topic papers were structured as follows:
- A summary of the scoping consultation stage outcomes
 - A list of the policies ‘scoped in’ relating to climate change
 - For each policy
 - The changes proposed
 - Alternative policy options considered
 - How the (amended) policy ensures a better outcome with regards to climate change
 - SA / SEA / HRA considerations

Recommendations

- 4.4 Table 4.1 presents the recommendations that were made through the SA process to inform the draft Policies.
- 4.5 The Council has provided a response for each recommendation, some of which involved changes to policies before they were finalised.

Table 4.1 Recommendations made in the policy development stage

Recommendations	SA topics likely to be affected	Council response
TOPIC PAPER 1: WATER MANAGEMENT		
DM33: Development and Flood Risk		
Where it is difficult to achieve a net improvement in terms of surface water run-off and flood storage, it might be beneficial to allow a contribution towards off-site flood protection and resilience works	Natural resources +ve	Such contributions would be acceptable where appropriate offsite schemes are available. Contributions however have not been tested for viability.
Application of the drainage hierarchy to support natural / soft measures ahead of hard engineered solutions.	Natural resources +ve Biodiversity +ve	Addressed in Policy DM34.
Consider identifying locations that could be suitable for offsite flood mitigation and enhancement (alongside the requirement for biodiversity net gain).	Natural resources +ve Biodiversity +ve	Would require a more strategic approach and reviewed evidence base. This might be something explored through future work on Biodiversity Net Gain.
TOPIC PAPER 3: STRATEGIC TRANSPORT		
T2: Developing the Cycling and Walking Network		
Highlighting the protection of strategic pedestrian routes would help to mitigate potential negative impacts associated with the cycle superhighway not being a shared user space (acknowledged that this move away from shared spaces is in line with LTN1/20 cycle infrastructure design guidance). This could refer to pedestrian only routes, such as pavements or footpaths.	Transport +ve Health and wellbeing +ve Lowering carbon emissions +ve Air Quality potentially +ve Population and communities +ve	Wording to be amended to clarify that Cycle Superhighway would include segregated pedestrian and cycle provision.

Recommendations	SA topics likely to be affected	Council response
Further policy wording could ensure appropriate supporting infrastructures (bicycle repair stations, locking facilities) are provided at key stopping locations along the strategic routes, as well as key services along the route and at key destinations.	Economy and employment +ve Transport +ve Population and communities +ve	Additional wording has been provided in the policy to include the provision of secure cycle parking as part of the development of the network.
T4: Public Transport Corridors		
<i>Provide alternative flexible approaches which developers could help provide public transport for initial residents, whilst viability of new public transport schemes are questionable. This could be looked at in conjunction with the plan to look into adopting a flexible rural public transport offering.</i>	Population and communities +ve Transport +ve	This can be explored with the Highways Authority and if necessary additional wording in the supporting text can be provided.
<i>Provide bicycle locking infrastructure at public transport access nodes to help support intermodal and networked connectivity</i>	Health and wellbeing +ve Transport +ve	The supporting text to the policy (para 24.29) has been amended to state that secure cycle parking must be provided at public transport nodes
DM31: Air Quality Management and Pollution		
Recommend specific planting within developments which help to mitigate issues relating to particulate matter. Example of Cotoneaster Franchetii.	Air quality +ve Biodiversity +ve Health and wellbeing +ve	Green and blue infrastructure is also recommended through the revised PPG wording as a mitigation measure. Supporting text has been amended to include the list of possible mitigation measures set out in the PPG which includes green infrastructure, such as trees, which can act as a barrier or maintain separation between sources of pollution and receptors.

Recommendations	SA topics likely to be affected	Council response
<p>Areas which have been identified as 'close' to the objective/limit value could be identified in order to ensure increased certainty in case of potential disputes. In this sense, the word 'close' could also benefit from a clearer definition.</p>	<p>Air quality +ve</p>	<p>Comments noted. Air quality levels vary year on year and so reference has been made to the Annual Status Report that Environmental Health produce each year. Proposals should undertake their own assessment/modelling work to determine levels, as it is rare that a monitoring site is located in the exact location of a development and pollution increase also needs to be ascertained, and so 'close to' cannot be determined from looking at Council monitoring data. In relation to nitrogen oxide levels 'close to' objective / limit value levels means that the nitrogen dioxide pollution levels are indicated to be at or above 85% of the air quality objective/ limit value. Have added in additional text to say 'which for the annual mean level is at or above 34ug/m3'</p>
<p>DM61: Prioritising walking and Cycling</p>		
<p><i>It would be beneficial to add wording which provides support to schemes which adopt the principles of low traffic neighbourhoods into their design from the outset.</i></p>	<p><i>Population and communities +ve</i></p> <p><i>Air quality +ve</i></p> <p><i>Health and wellbeing +ve</i></p> <p><i>Transport +ve</i></p>	<p>Comments noted additional text has been included in the supporting text. It is something that can be explored further in the SLAAP</p>

Recommendations	SA topics likely to be affected	Council response
<i>Links to green/blue infrastructure should ensure that any biodiversity assets or designations along these spaces are not vulnerable to recreational pressures</i>	<i>Biodiversity +ve</i>	Comments noted. Additional amendments are not considered necessary. The development plan should be read as a whole with biodiversity assets and designations protected through other policies within the Plan.
<i>Wording which ensures any facilities (on or off site) likely to be used by residents of a development are provided with cycle locking facilities.</i>	<i>Economy and employment +ve</i> <i>Transport +ve</i> <i>Population and communities +ve</i>	Amendments have been made to policy T4 to reference this
DM62: Vehicle Parking Provision and Electric Vehicle Charging Points		
Specific cycle parking provisions could be detailed, for example a minimum number of locking facilities per dwelling, as well as a requirement of all facilities within the site to be complemented with cycle locking facilities.	Economy and employment +ve Population and communities +ve Transport +ve	This is already covered by Appendix E – this is being reviewed in the light of the standards contained in LTN 1/20.
SG12: The Port of Heysham and Future Expansion Opportunities		
Reference within this policy to whether the ‘bus corridors’ are in addition to the ‘Bus Rapid Transit’ could strengthen the clarity of the policy.	Transport +ve	Text has been amended and clarified.
More specific reference to how proposals are expected to have fully considered the Council’s commitment to addressing climate change could be provided. This could be split between construction and operational phases as well as secondary effects (e.g. transport requirements, impact on flood risk etc).	Lowering carbon emissions +ve	The policy wording includes references to transport policies T2 and T4. Additional amendments are not considered necessary. The development plan should be read as a whole.

Recommendations	SA topics likely to be affected	Council response
TOPIC PAPER 4: HERITAGE AND CLIMATE CHANGE		
CCH1: Retrofit Of Buildings of Traditional Construction for Energy Efficiency		
Add wording to strengthen links with policy CCH2 and encourage solutions where physical changes to sensitive parts of listed buildings cannot be altered. For example, support for the use of low carbon measures in historic buildings <i>'and their curtilages'</i> .	Lowering carbon emissions +ve	Minor changes to the policy to strengthen links to CCH2 can be included. However the policy deals primarily with retrofit measures (e.g. insulation, replacement windows) rather than micro-renewables
CCH2: Micro-Renewables in the Setting or Curtilage of Heritage Assets		
Wording could include reference to screening/mitigation to reduce potential effects relating to effects upon the landscape surrounding the setting or curtilage of the historic asset/renewable scheme.	Landscape +ve	Comments noted. This is already part of the policy and can be strengthened with minor changes to wording.
Where heritage assets are commonly clustered, the wording could be expanded to include 'assessment of the contribution the setting and/or curtilage make to the significance of the asset, surrounding heritage assets and the general historic character of the area'	Historic Environment +ve Lowering carbon emissions -ve?	The policy can be amended to accommodate this suggestion.
TOPIC PAPER 5: SUSTAINABLE DESIGN, ENERGY EFFICIENCY AND RENEWABLE ENERGY		
DM29: Key Design Principles		
A key principle of development should be to ensure connectivity and continuity between surrounding areas (in terms of green and blue infrastructure, active travel routes, ecological networks etc)	Transportation +ve Climate change adaptation +ve Biodiversity +ve	The City Council believe that this is addressed under Policy DM43 without the need for additional reference.
DM30a Sustainable Design and Construction - New Development DM30b Sustainable Design and Construction - Water Efficiency DM30c Sustainable Design and Construction - Materials, Waste & Construction		

Recommendations	SA topics likely to be affected	Council response
Consider setting up a carbon offset fund to enable emissions to be 'reduced' offsite should it be more cost effective and on-site measures make the scheme marginally viable	Lowering carbon emissions	The policy looks to promote the energy hierarchy prioritising a fabric first approach. The encouragement of off-site measures is not supported within this policy.
DM53: Renewable and Low Carbon Energy Generation		
Identify and allocate land to support <u>offshore</u> energy schemes – safeguarding of important infrastructure.	Lowering carbon emissions +ve Biodiversity -ve? Natural resources -ve?	Policy SG13 'Heysham Gateway' of the Strategic Policies and Land Allocations document looks to support the infrastructure requirements for offshore energy schemes. The policy recognises the opportunities that Heysham provides to support additional offshore energy deployment. Safeguarded land for the National Grid is already identified.
Identify land for energy storage facilities.	Lowering carbon emissions +ve	Whilst this is supported the City Council have not been made aware by stakeholders of the need to identify additional land. This will be kept under review as the Plan is prepared.
Consider safeguarding land that is identified as being suitable for strategic renewable energy opportunities (for example, do not allow housing / employment development in wind opportunity areas)	Lowering carbon emissions +ve Housing ?	The City Council have sought to provide a positive criteria-based approach to support the increased deployment of renewable energy. This is consistent with national planning policy. The policy is positively worded to support renewable energy schemes where appropriate on a case by case basis.

Recommendations	SA topics likely to be affected	Council response
TOPIC PAPER 6: MISCELLANEOUS POLICIES		
SP4: Priorities for Sustainable Economic Growth		
Identify the importance of natural capital and ecosystem services when calculating the economic value of land and assets. Support economic activities such as land banks for biodiversity net gain and carbon sequestration	Natural resources +ve Biodiversity +ve Economy and employment +ve Lowering carbon emissions +ve	This is something to consider moving forward. It would require a significant evidence base.
SP9: Maintaining Strong and Vibrant Communities		
Discourage or prohibit new community facilities being located in areas that are at heightened risk of climate change effects (flooding on site, flooding on access routes, storm surges, excessive heat). Where facilities are in areas of risk, enhanced resilience measures need to be secured.	Climate change adaptation +ve Health and Wellbeing +ve Population and Communities +ve	These issues are addressed under Policy DM30.
SG4: Lancaster City Centre		
Consideration and protection for street trees could be made stronger by requiring all new developments to ensure a net gain in the number of street trees.	Biodiversity +ve Natural resources +ve Climate change adaptation +ve	Recommendation noted. The City Council will explore this with key partners including Lancashire County Council in their role as Highways Authority. Policy DM45 was amended to address this
SG13: Heysham Gateway, South Heysham		

Recommendations	SA topics likely to be affected	Council response
<p>Given the importance of the climate emergency, it is considered that the following text should be removed.</p> <p><i>Where possible to do so development should explore opportunities aimed at minimising energy use and delivering low-carbon development..</i></p>	<p>Lowering carbon emissions +ve</p>	<p>Policy amended accordingly.</p>
<p>DM57: Health and Wellbeing</p>		
<p><i>Is there anything to say about retrofitting / refurb of existing homes and community facilities? In terms of making them more thermally comfortable and adaptable to climate change impacts? – For example, instead of contributing to new facilities, it might be appropriate to fund refurbishments that encourage energy efficient and resilience to climate change impacts.</i></p>	<p>Health and wellbeing +ve</p> <p>Population and communities +ve</p> <p>Lowering carbon emissions +ve</p> <p>Housing +ve</p> <p>Climate change adaptation +ve</p>	<p>Any expectations placed on new development must meet the obligation tests of national planning policy in terms of paragraph 56. For instance that obligations need to be directly related to development. It is not clear that the request for retro-fitting existing policies meets such a test.</p>
<p>DM58: Infrastructure Delivery and Funding</p>		
<p><i>The creation of a carbon offset fund would help to ensure that carbon emissions reductions can be achieved if it is not feasible to do so on site.</i></p> <p><i>Carbon sequestration could be added to the list of potential infrastructure requirements in Table 15.</i></p>	<p>Lowering carbon emissions +ve</p>	<p>The policy looks to promote the energy hierarchy prioritising a fabric first approach. The encouragement of offsite measures is not supported within this policy. It is not clear how, under the current national planning policy how Carbon Sequestration can be demonstrated to be achievable.</p>
<p>DM59: Telecommunications and Broadband Improvements</p>		
<p><i>To provide a ‘fallback position’ it could be useful to state what the minimum acceptable standards for broadband provision would be where FTTP is not deemed practical. For example the most viable high speed connection.</i></p>	<p>Economy and infrastructure +ve</p> <p>Lowering carbon emissions +ve</p> <p>Housing +ve</p>	<p>Comments Noted and amendment made to Policy DM59.</p>

Recommendations	SA topics likely to be affected	Council response
<i>The requirement for development to be 'future proofed' could be included where FTTP is not deemed practical. For example, the inclusion of ducting for future fibre.</i>	Health and wellbeing +ve Transportation +ve	Comments Noted. Not clear that the requirements expected would pass the NPPF obligation tests therefore not included.

4.6 Following consultation on the Local Plan Review Topic Papers and supporting evidence, the Council reviewed responses received. The comments in table 4.2 below are directly related to the SA process, accompanied by the response / action taken by the Council.

Table 4.2 Consultation responses referring to the SA process

Representation	Response / Action
<p>Gladmans</p> <p>The Council should ensure that the results of the SA process clearly justify it's policy choices. It is noted that at the present time a full SA of the Council's proposed Lcal Plan Review modifications is yet to undertaken.</p>	<p>SA is an iterative process. As detailed in Section 4 of this SA Report, recommendations and high level appraisals were undertaken in support of the emerging policies.</p> <p>The SA Report documents this process, as well as providing a more detailed appraisal of the proposed policy change.</p> <p>The role of the SA is to aid the decision making process, but other sources of evidence will be important.</p>
<p>H20 Urban</p> <p>There is no assessment of the potential implications of whatthe proposed new policies would have on for example any of the current site allocations in terms of viability or the scale and scope of development which should be achieved on them, or whether in order to address climate change an alternative strategy is required. The changes to the policies set out in the local plan review are not accompanied by any assessment of their potential impacts on wider delivery across the plan.</p>	<p>The SA Report sets out an appraisal of the proposed new policies, recognising the potential for effects on the viability of development. It is beyond the scope of the SA to determine the exact effects in terms of viability for each of the site allocations.</p> <p>The scope of the Plan Review itself is a judgement for the Planning Authority to make.</p>

Representation**Response / Action**

The Plan review should be widened to address the under supply of homes.

Natural England

Additional monitoring indicators may be required to assess the impact of the proposed revisions to the plan in connection with climate change

Monitoring measures are included within the SA Report at Section 6.

5. Appraisal of the Draft Plan

Introduction

- 5.1 This section sets out an appraisal of the Local Plan Review against the SA framework. For each SA Topic, an evaluation is provided with regards to the proposed changes, whether this be policy amendments or entirely new policies.
- 5.2 When undertaking the appraisals, each policy change has been considered on an individual basis. However, it is more important to understand the combined effects of the changes, so the appraisal findings are presented 'as a whole' rather than providing a detailed discussion of effects for each individual policy.

Methodology

- 5.3 To provide an indication of the broad nature of effects for each policy, a table is presented for each SA Topic outlining whether the changes are likely to be positive, negative, or have limited implications. It is not considered necessary to provide a discussion of the significance of every single policy change.
- 5.4 Next, the combined effects of the policies are presented, setting out further detail about the nature and significance of the effects.
- 5.5 When determining effects, regard is given to a range of characteristics including magnitude duration, frequency and likelihood. Combined these factors help to identify the significance of effects according to one of the following categories.

Major positive effect

Moderate positive effect

Minor positive effect

Neutral effect

Minor negative effect

Moderate negative effect

Major negative effect

- 5.6 Finally, an evaluation is provided in terms of the extent to which the effects associated with the Plan Review will alter the conclusions reached in the SA for the adopted Local Plan(s). This is important as it helps identify the most significant element of the Local Plan Review when considered alongside the current policy position.
- 5.7 Where the Plan Review gives rise to positive effects in relation to an SA Topic, this could have several implications for the overall conclusions relating to the adopted Local Plan(s) :
 - It could contribute to a more significant positive effect compared to the current position (i.e. a tangible improvement).

- There may be no / limited change to the overall conclusions because the positive effects are minor / less significant than the positive effects already predicted in the adopted Local Plan(s).
- It could remove uncertainty relating to whether positive effects would arise or not.

5.8 Likewise, where negative effects are predicted as a result of the Plan review, there are several different outcomes in regards to the overall conclusions for the adopted Local Plans(s).

- It could lead to less positive effects compared to the current position.
- It could give rise to new negative effects
- It could contribute to more significant negative effects.
- There could be no / limited change to the overall conclusions because the negative effects are minor / less significant than those already predicted in the adopted Local Plan(s)

5.9 Where neutral effects are predicted as a result of the Local Plan Review, the assumption is that there are no implications for the overall findings with regards to the adopted Local Plan(s).

Appraisal findings

Air quality: Protect and improve air quality

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, T2, T4, SP9, SP10, SG12 DM30, DM57, DM60, DM61, DM62, DM63, DM64	DM2, DM27, DM29, DM31, DM33, DM34, DM35, DM36, DM43, DM45, DM53, DM58, DM59, CCH1, CCH2 SP4, SP8, SC4, SC5, T1, EN9, SG4, SG13,	/

Discussion of effects for the Climate Emergency Plan Review

- 5.10 The proposed changes do not give rise to any negative effects with regards to air quality. A wide range of amended policies are also predicted to have neutral / negligible effects.
- 5.11 Where positive changes have been made, reference to walking and cycling as priority modes of travel is strengthened. It is also clearer that enhanced accessibility and modal shift will be expected (rather than encouraged).
- 5.12 There is also a stronger focus on the need to deliver high frequency public transport links, especially towards Lancaster City Centre and other key destinations.
- 5.13 Both these approaches will have positive effects with regards to air quality by reducing overall trips made by vehicles, as well as the type of transport used.
- 5.14 Changes to Policy DM62 in particular will have positive effects with regards to air quality, as it will support rapid shifts towards the use of electric vehicles (which reduce roadside emissions).
- 5.15 Overall, the changes that are proposed are predicted to have **major positive effects**.

Effects of the Current Local Plan on air quality

Part 1

- 5.16 **Minor negative effects** associated with economic growth and housing (particularly in Lancaster, Galgate and Carnforth), strengthening road networks, town centre development (and associated congestion) and specific site allocations that encourage business growth in more sensitive locations.
- 5.17 **Minor positive effects** related to the strategy of urban concentration, promotion of sustainable travel, green space, and specific schemes such as Rapid Bus Transit Scheme.

Part 2

- 5.18 **Minor positive effects** through a general support for modal shift, support for walking, cycling and public transport, home working, town centre focus, accessible facilities. Benefits associated with enhancement of natural environment and green infrastructure, but some uncertainty.
- 5.19 **Major positive effect** through direct reference to the need to manage air quality in AQMAs and more generally. Encouragement of electric vehicle charging points is also positive.

What difference does the Plan Review make to these overall conclusions ?

- 5.20 The Plan Review enhances the positive effects identified in the Local Plans. In particular, there is increased certainty that air quality will be improved as a result of the implementation of electric charging infrastructure. These are **major positive effects**.
- 5.21 It is also likely that the minor positive effects in relation to sustainable travel could be enhanced to **moderate positive effects**, given the increased emphasis on prioritising modal shift.
- 5.22 Minor negative effects in relation to economic growth, housing and the strengthening of road networks could be improved upon very slightly, but localised impacts are likely to remain.



The Plan Review will contribute to cleaner air across Lancaster District!

Are there any further recommendations?

- 5.23 None identified at this stage.

Biodiversity: To protect, restore and enhance biodiversity

<i>Policy changes with a positive effect</i>	<i>Policy changes with a neutral effect</i>	<i>Policy changes with a negative effect</i>
CC1, SG4, SP8, SC4 DM27, DM29, DM33, DM34, DM43, DM45, DM53?	T1, T2, T4, EN9, SP4, SP9, SP10, SG12, SG13, , DM2, DM30, DM31, SC5, DM35, DM36, DM57, DM58, DM59, DM60, DM62, DM63, DM64, CCH1, CCH2	DM61? DM53?

Discussion of effects for the Climate Emergency Plan Review

- 5.24 The Plan review brings increased attention to blue infrastructure, and greater emphasis on the multifunctional benefits that green and blue infrastructure should play. There is also recognition that Lancaster City Council needs to maximise its environmental potential. This is positive with regards to biodiversity, as it should lead to a greater amount of open spaces that have ecological value (as opposed to only visual amenity). These are **minor positive effects**.
- 5.25 There will be a need to ensure that biodiversity and water quality is not adversely affected by recreational pressures of increased footfall/cycling. This should be possible to achieve given the guiding policies that protect environmental quality. Therefore, no negative effects are predicted in this regard.
- 5.26 Potential negative effects upon biodiversity could be associated with large scale renewable schemes, particularly hydro energy, wind and energy storage. The Plan is slightly more proactive in supporting such schemes, and therefore the potential for negative effects rises slightly. However, it is clear that environmental protection will be paramount when decisions are being made about the location and design of energy generation and storage schemes. There are also provisions that seek to incorporate biodiversity net gains into renewable schemes such as solar farms, which is a positive addition. On balance, **neutral effects** are predicted.

Effects of the Current Local Plan on Biodiversity*Part 1*

- 5.27 **Minor negative effects** due to land allocations reducing greenfield land and potentially putting pressure on functionally linked land. Cumulative effects of growth in sensitive locations is likely to be negative, though mitigation ought to ensure this is not major (policies in the Plan achieve this)
- 5.28 Minor positive effects through recognition of the need to protect habitats and supporting land. Major positive effects could arise as a result of enhancement, but there is uncertainty.

Part 2

5.29 **Minor positive effects** associated with general principles such as protecting environmental assets, encouraging urban biodiversity, taking environment into account through design, delivering net gains in green infrastructure where possible, reducing traffic flows, and water management.

5.30 **Major positive effects** associated with the protection of biodiversity assets and the role of specific habitats such as trees, woodland and hedgerows.

What difference does the Plan Review make to these overall conclusions ?

5.31 The proposed changes are likely to amplify the positive effects, particularly in relation to the protection and enhancement of biodiversity. The overall effects are therefore likely to be **major positive effects**.

5.32 **Minor negative effects** associated with the loss of greenfield land are still likely to remain, despite the improvements in relation to biodiversity enhancement principles more widely.



The Plan Review will further help to protect and enhance wildlife particularly water-based habitats.

Are there any further recommendations?

5.33 None identified at this stage. The proposed changes consolidate the positive effects, and do not give rise to negative effects. There is limited scope to address residual negative effects, as these arise due to land allocations that are not part of the review process.

Climate change adaptation: To limit and adapt to climate change

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, SP8, SP9, SG4, SC4	T1, T2, T4, EN9, SP10, SG12, SG13, SP4, SC5	/
DM27, DM29, DM30, DM33, DM34, DM43, DM45, DM57, DM59	DM2, DM31, DM35, DM36, DM53, DM58, DM60, DM61, DM62, DM63, DM64, CCH1, CCH2	

Discussion of effects for the Climate Emergency Plan Review

5.34 The proposed changes through the Plan review are unlikely to have any negative effects. A large amount of changes are also likely to generate neutral effects given that they are specific to particular topics or locations.

5.35 The key changes proposed that have benefits in terms of resilience are outlined below, and these principles are echoed in several policies.

- An enhanced consideration of flood risk issues, including a need to consider opportunities for improvement and naturalisation of drainage infrastructure.
- Greater protection for and the need to secure enhancements to green and blue infrastructure and recognition of their role with regards to climate change resilience.
- Recognising the role of open space for climate change resilience.
- More explicit mention of the need to build resilient developments.
- Recognising the value of green infrastructure for its role in mitigating and adapting to climate change.

5.36 Together, these policy changes work together to generate **moderate positive effects** with regards to climate change resilience.

Effects of the Current Local Plan on Climate Change*Part 1*

5.37 The majority of growth is located away from areas at risk of flooding, which is positive in terms of climate change adaptation. However, greenfield development could increase impermeable surfaces, and some sites are already at risk of flooding, constituting minor negative effects. However, the strategy seeks to minimise and address flood risk, maintain and enhance green infrastructure and minimise further emissions, which is considered to constitute a **major positive effect** overall.

Part 2

5.38 Requirements to retain green infrastructure, manage flood risk and other impacts from climate change are considered to have major positive effects in terms of climate change resilience. Further **minor positive effects** are predicted as there is a need to ensure that the natural environment can accommodate development.

What difference does the Plan Review make to these overall conclusions ?

5.39 The proposed changes to policies in the Plan Review are positive with regards to climate change adaptation. This should help to further mitigate some of the negative effects that could arise as a result of development, particularly as there will be a need to reconsider flood risk and take a more holistic approach to drainage management.

5.40 Though the review will generate additional positive effects, these do not change the significance of the overall conclusions outlined in the Local Plan SA Reports (which already considered there to be major positive effects).



The Plan Review should lead to reduced flood risk for new developments, as well as improving resilience to climate change more broadly across the District.

Are there any further recommendations?

5.41 None identified at this stage.

Lowering carbon emissions: *Increase energy efficiency , require the use of low carbon energy sources, and reduce GHG emissions through sequestration*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, T2, T4, SP4, SP9, SP10, SG4, SG12, SG13 DM29, DM30, DM43, DM45, DM53, DM57, DM59, DM60, DM61, DM62, DM63, CCH1, CCH2	SP8, SC4, SC5, T1, EN9 DM2, DM27, DM31, DM33, DM34, DM35, DM36, DM58, DM64	/

Discussion of effects for the Climate Emergency Plan Review

5.42 As would be expected, the proposed changes will not have negative effects with regards to lowering carbon emissions.

5.43 The majority of changes are likely to have benefits with regards to climate change mitigation. In most instances, the changes are minor, but together these contribute towards a major positive effect in terms of reducing carbon emissions. The key changes that will contribute towards emissions reductions are as follows:

- Driving the green economy through an enhanced reference to the low carbon and green energy sectors.
- Reducing emissions from transport by strengthening the focus on modal shift, and supporting enhanced broadband provision.
- Stronger focus on the need to mitigate and become resilient to climate change as a matter of urgency.
- Enabling suitable retrofitting of traditional buildings to reduce energy demand and usage
- Recognising the value of green infrastructure for its role in mitigating and adapting to climate change.
- Recognising the role of soil resources in carbon storage and sequestration.
- Support for energy storage facilities and infrastructure.

5.44 More significant changes have been made to Policy DM30, which introduces a clear and accelerated path towards zero carbon development by 2028. This sets targets for achieving carbon emissions reductions, as well as promoting a fabric first approach to the energy hierarchy. The requirement for such measures to be set out in a sustainable design statement and energy statement, should help to ensure that the application and delivery of the policy is strong.

5.45 DM30b also sets the requirement for higher standards of water efficiency, whilst DM30c sets out requirements in relation to the use of materials and waste generation (including the need to consider full lifecycle emissions of development). These will further contribute towards a reduction in emissions from the built environment.

5.46 The Plan changes also highlight support for energy generation schemes, albeit, much of the policy wording is not a significant departure from national requirements. Overall, **major positive effects** are predicted.

Effects of the Current Local Plan on carbon emissions

Part 1

5.47 Broadly speaking, additional growth will lead to increased emissions and energy usage, which are **minor negative effects**. However, a range of policies provide encouragement for the application of sustainable design, renewable energy and district heating. Despite **major positive effects** being identified in this respect, there is an element of uncertainty as there are no firm requirements as such.

5.48 In addition, there are specific policies promoting the port of Heysham as a base for offshore renewable energy. These could achieve **major positive effects**.

5.49 With regards to transport emissions, the spatial strategy seeks to achieve modal shift and reduce car trips and length. These are **minor positive effects**.

Part 2

5.50 Minor positive effects are recorded to reflect policies that seek to achieve modal shift, achieve high standards of design, and deliver emissions saving from traditional buildings. Further positive effects are generated due to broad support for renewable energy generation, extend or fund district heating networks. Overall, **major positive effects** are recorded, but there is a degree of uncertainty.

What difference does the Plan Review make to these overall conclusions ?

5.51 The changes proposed through the Plan review (particularly those outlined through Policy DM30a,b,c) are likely to consolidate the positive effects identified for the Local Plan Part 1 and 2. This will remove elements of uncertainty around the **major positive effects**.

5.52 The minor negative effects associated with growth would also be better addressed, as new development would need to perform increasingly better with regards to lowering carbon emissions.



The Plan Review will help to
further lower Carbon
Emissions!

Are there any further recommendations?

5.53 No. The review takes a proactive approach to lowering carbon emissions and is an improvement on the current policy position in this respect.

Economy and employment: *Encourage thriving local economies, ensure key economic drivers are strong, ensure the workforce meets local economic needs and encourage economic inclusion.*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, T2, T4, SG12, SP4 DM29, DM53, DM59, DM60, DM62, DM64,	DM2, DM27, DM30, DM31, DM33, DM34, DM35, DM36, DM43, DM45, DM57, DM58, DM61, DM63 SP8, SP9, SC4, SC5, T1, EN9, SP10, CCH1, CCH2, SG4, SG13	/

Discussion of effects for the Climate Emergency Plan Review

5.54 No direct negative effects are likely to arise as a result of the Plan review. Increased development costs could possibly be a barrier to development, which is an uncertain **minor negative effect**. However, the Council has set policy requirements in the context of a viability assessment, which should ensure that effects are not significant.

5.55 Proposed changes seek to improve connectivity, and ensure new development is efficient and resilient to climate change. These are positive measures with regards to the economy, accessing employment, and attracting investment. In particular, improved transport connections will support employee access to jobs as well as the movement of goods. These are **minor positive effects**.

5.56 There is further support for rural economic activity that can help to support local skills development and address inequalities.

Effects of the Current Local Plan on Economy and Employment

Part 1

5.57 **Major positive effects** are predicted in relation to the provision of land and infrastructure to support thousands of new jobs, including in the offshore energy sector, knowledge sector and cultural activities. The strategy is also predicted to have positive effects with regards to economic inclusion and regeneration objectives.

5.58 Further **minor positive effects** are predicted in relation to housing provision, and the protection and enhancement of cultural and natural heritage.

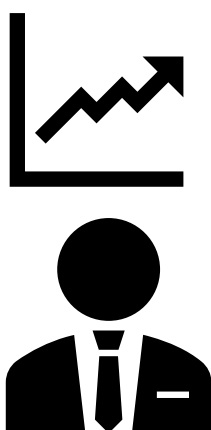
Part 2

5.59 A range of policies support economic growth and promote inward investment in key areas including employment land, the visitor economy, town centres and rural economy. This is supported by policies that address skills development, broadband improvements, transport infrastructure development and tackling inequalities. Cumulatively, **major positive effects** are predicted.

What difference does the Plan Review make to these overall conclusions ?

5.60 The proposed changes are positive, but do not alter the overall conclusions for economy in relation to the current Local Plan (which were already predicted to be major positive effects).

5.61 Though some potential minor negative effects are highlighted in relation to increased costs of development, these are not of a magnitude to alter the broadly positive conclusions and are not likely to make developments unviable. In the longer term, the higher quality of development would also give rise to further positive effects as development ought to be more resilient to climate change and more resource (and therefore cost) efficient.



The Plan Review requires a step change in the sustainability of new development, which could be a slight barrier to growth in the short term. However, in the longer term, greater benefits are likely for the economy .

Are there any further recommendations?

5.62 None identified at this stage.

Health and wellbeing: *Improve physical and mental health for all and reduce health inequalities*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, SC4, T2, T4, SP9 SP10, SG12	T1, EN9, SG4, SG13 SP4, SP8, SC5	DM30 [?] DM53 [?]
DM29, DM30, DM43, DM45, DM53, DM57, DM59, DM60, DM61, DM62, DM63, CCH1 [?] CCH2 [?]	DM2, DM27, DM31, DM33, DM34, DM35, DM36, DM58, DM64,	

Discussion of effects for the Climate Emergency Plan Review

- 5.63 Several proposed changes place greater emphasis on walking and cycling. This will contribute positively to health and wellbeing by encouraging more active lifestyles.
- 5.64 Further benefits for wellbeing are likely to arise as a result of a stronger approach to the protection and enhancement of green and blue infrastructure (which has a positive correlation with improved mental wellbeing).
- 5.65 Delivering higher quality homes is likely to be beneficial for residents, and will provide resilience against fuel price changes. Similarly, the review stresses the urgency of addressing climate change, and ensuring that resilience is factored into development decisions. This is positive for ensuring that places are more comfortable for residents and adaptable to climate change.
- 5.66 If higher development cost has effects on deliverability / viability, then this could be detrimental in terms of the availability and affordability of homes (which could affect health). However, this is not likely to be a major issue given that the Proposed changes have been made in the context of a viability assessment. Furthermore, minimum sustainability standards are expected to increase rapidly in the next 10 years, so any effects would be short term.
- 5.67 Policy DM53 supports energy storage facilities, which can bring significant health and wellbeing risks if not planned for and operated effectively. This is a potential negative effect, but this is acknowledged in the plan policy requirements with appropriate policy wording provided.
- 5.68 On balance, **moderate positive effects** are predicted overall.

Effects of the Current Local Plan on Health and Wellbeing

Part 1

- 5.69 The spatial strategy supports good access to services, walking and cycling. Growth is generally well served by facilities and strategic sites ought to support new facilities including new open space. The provision of new housing and employment land will have knock on benefits with regards to health and

wellbeing, and many sites are in areas which could see regeneration benefits. Direct support for health facilities should have **major positive effects**. Minor positive effects are also predicted through protection of the natural environment, including green space and air quality, which have direct benefits on health.

5.70 **Minor negative effects** are recorded for a small number of site allocations due to poor accessibility to health facilities.

Part 2

5.71 **Minor positive effects** with regards to health for a wide range of communities by seeking to provide decent homes and employment opportunities. Focusing on town centre development and encouraging modal shift should also have knock on benefits for health and wellbeing by supporting walking and cycling. There are also minor benefits in relation to addressing rural isolation.

5.72 **Major positive effects** are identified in relation to policies that enable the provision of open space, recreation, potential for exercise, healthcare provision and the need for Health Impact Assessments.

What difference does the Plan Review make to these overall conclusions ?

5.73 Whilst the overall conclusions remain broadly the same (i.e. major positive effects), the policy changes are generally positive with regards to health, and give further certainty that the Plan will have major positive effects on health and wellbeing.

5.74 Some very minor negative effects are identified, but these are unlikely to detract from the overall positive conclusions.



Health and wellbeing will be improved through increased support for walking and cycling, and improving the quality of the environment.

Are there any further recommendations?

5.75 None identified at this stage.

Historic Environment: Protect and enhance the historic environment and heritage assets

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1? CCH1? CCH2?	SP4, SP8, SC4, SC5, T1, T4, EN9, SP9, SP10, SG4, SG12, SG13 DM2, DM25, DM27, DM29, DM30, DM31, DM33, DM34, DM35, DM36, DM43, DM45, DM53, DM57, DM58, DM59, DM60, DM61, DM63, DM64	DM62?

Discussion of effects for the Climate Emergency Plan Review

- 5.76 The majority of proposed changes to policies are predicted to have neutral effects with regards to the historic environment. This is because the changes are unlikely to lead to direct effects on buildings or their settings.
- 5.77 There are two new policies introduced which seek to encourage energy efficiency improvements to traditional buildings and implement low carbon technologies. The policies emphasise the need to be sensitive to the heritage value and structure of buildings, and to protect the wider setting of assets. Whilst these are positive requirements, the effects in terms of heritage are only minor, as there would be a degree of protection offered from the existing policy framework. The key benefit perhaps relates to the need to apply the energy hierarchy to improve efficiency, which should help to achieve lower emissions without the addition of technologies (which tend to be more visually intrusive).
- 5.78 One policy is identified as having potentially harmful effects with regards to the historic environment. The changes to Policy DM62 are likely to facilitate notable changes to the street scene. In particular, the need for development to provide charging units to support dwellings, including standalone units, could be visually intrusive in certain locations (notably in centres), affecting the setting of heritage. There will be a need to promote sensitive designs in such locations, and this is recognised in Policy DM62, which has been amended to highlight the need to respect heritage assets.
- 5.79 It is assumed that such matters will be addressed in further detail in the Provision for Electric Vehicle Charging Points for Development Supplementary Planning Document.

Effects of the Current Local Plan on Historic Environment

Part 1

- 5.80 Potential **minor negative effects** are predicted as a result of new housing development, given the broad location and high number of heritage assets across the district. Several site allocations are in sensitive locations, but with mitigation, the overall effects for any site are either neutral or minor negative.
- 5.81 To the contrary, specific policies that seek to protect and enhance the historic and cultural characteristics of the district should lead to **major positive effects**.
- 5.82 This includes policies that focus on key cultural assets, regeneration and the visitor economy. Several site allocations are likely to lead to **minor positive effects** through the effective reuse of heritage assets.

Part 2

- 5.83 Several policies will have **minor positive effects** through provisions that seek to respect heritage assets and enhance the character of areas. Indirect positive effects are also recorded in relation to town centre developments, protection of green and open space, flood management, protection of landscape and biodiversity assets and reduction of traffic flows. The suite of policies dedicated to managing and enhancing heritage assets are predicted to have **major positive effects**.
- 5.84 Uncertain **minor negative effects** are predicted in relation to telecommunications equipment. The policy changes proposed could help to attain a residual neutral effect.

What difference does the Plan Review make to these overall conclusions?

- 5.85 The policy framework with regards to the historic environment will remain strong, and would be complemented by two new policies focused upon the implications of climate change mitigation measures. In this respect, major positive effects remain.
- 5.86 The potential for negative effects on the street scene in relation to electric vehicle charging infrastructure contributes to the minor negative effects relating to telecommunications equipment. Together, changes to the street scene could result in moderate negative effects on the setting of heritage assets and the character of the built environment. However, this carries a degree of uncertainty as other Plan policies seek high quality, sensitive design, and there is a proposed SPD that will guide developments. Overall, the Plan review is predicted to have mixed effects, with some locations likely to see benefits, but others potentially seeing negative effects on the street scene.



The Plan Review could have both minor positive and negative effects on the historic environment

Are there any further recommendations?

5.87 The expansion of electric vehicle charging infrastructure is not solely attributable to the Local Plan review policies. The Plan seeks to facilitate the roll out, and makes provisions through other Plan policies and a proposed SPD to manage the potential effects on the historic environment. The content of the SPD will be important, but no other measures are considered necessary at this stage given that Policy DM62 has been updated.

Housing: Ensure the timely delivery of high quality housing to meet local needs.

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
DM58, DM59, DM30	CC1, SP4, SP8, SP9, SP10, SG4, SG12, SG13, SC4, SC5, T1, T2, T4, EN9 DM2, DM27, DM29, DM31, DM33, DM34, DM35, DM36, DM43, DM45, DM53, DM57, DM60, DM61, DM63, DM64, CCH1, CCH2	DM62? DM30?

Discussion of effects for the Climate Emergency Plan Review

5.88 The majority of proposed changes are predicted to have neutral effects with regards to housing.

5.89 Policies which seek higher standards of resource efficiency and climate change resilience in new homes are predicted to have positive outcomes in terms of delivery high quality homes. Conversely, the same policies could lead to increased costs for development as the industry transitions to different standards, which might slow the delivery of housing in the shorter term, or affect other factors such as affordability. These effects are predicted to be minor given that the proposed changes have been made in the context of a viability assessment..

Effects of the Current Local Plan on Housing

Part 1

5.90 Despite not meeting OAN needs, **major positive effects** are predicted as the Plan provides a range of housing types in multiple locations.

Part 2

5.91 Housing policies are predicted to have **major positive effects** as they seek to ensure housing supply is affordable and meets local needs for all communities.

5.92 **Minor positive effects** are also recorded in relation to the encouragement for high quality sustainable homes, rural affordability, and town centre living.

What difference does the Plan Review make to these overall conclusions ?

5.93 On one hand, the proposed changes are likely to increase the minor positive effects to potential moderate positive effects in relation to high quality homes. However, the changes raise a question mark over the major positive effects identified in terms of housing delivery and addressing affordability. Whilst positive effects are definitely likely to remain, the changes bring some uncertainty in relation to delivery and affordability, and so only **moderate positive effects** are predicted in this respect.



The Plan Review will improve the quality of homes, but could affect rates of delivery in the short term.

Are there any further recommendations?

5.94 None identified at this stage.

Natural resources

Ensure the sustainable use of land and mineral resources

To protect and make efficient use of water resources

To minimise waste, increase re-use and recycling and other forms of sustainable waste management.

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, SP4, SP8, SC4, SG4	T1, T2, T4, EN9, , SP9, SP10, SC5, SG12, SG13	DM53?
DM27, DM45, DM29, DM30, DM33, DM34, DM36	DM2, DM29, DM31, DM35, DM53, DM57, DM58, DM59, DM60, DM61, DM62, DM63, DM64, CCH1, CCH2	

Discussion of effects for the Climate Emergency Plan Review

- 5.95 Several proposed changes are likely to have benefits for water resources through the reference to the need to enhance green and blue infrastructure, and become more resilient to climate change.
- 5.96 Several proposed changes should result in more comprehensive flood and drainage management within new developments. This will reduce the potential for pollution events during flooding, and will also help to regulate water quality through the prioritisation of natural approaches to drainage. Though these principles are reflected in the current Plan, the proposed changes strengthen the position.
- 5.97 Policy DM30 in particular has been significantly strengthened with regards to water efficiency requirements in new development, and this is likely to have a **major positive effect** in this regard. In addition, Policy DM30 is stronger in terms of the requirement to implement waste management practices during construction, demolition and in the selection of construction materials.
- 5.98 Some potential minor negative effects are identified with regards to water quality, as there is now explicit support for hydro energy schemes. However, the policy refers to the need for environmental protection, so effects attributable to the Plan review are negligible.
- 5.99 The Proposed changes to policies also support improved waste management and the protection of soil resources and lifecycle emissions associated with construction and consumer behaviour.

Effects of the Current Local Plan on Natural Resources

Part 1

- 5.100 Housing and employment growth on greenfield land and infrastructure development will inevitably lead to a loss of soil resources, increase the use of natural resources/materials, increase waste generation, and has potential to increase the risk of ground and surface water quality. Indeed, several allocated sites are close to or contain watercourses.

5.101 Conversely, the strategy does promote the reuse of land and buildings, which helps to minimise further negative effects. As such, only **minor negative effects** are predicted.

5.102 Additional **minor positive effects** are identified in relation to policies that support green infrastructure enhancement, promotion of sustainable design and sustainable transport.

Part 2

5.103 In terms of resource use and waste, several policies encourage sustainable construction and design, which are **minor positive effects** in this respect.

5.104 Several specific policies provide protection for water resources directly, or through flood management activities. The requirement to incorporate water efficiency measures into new development, and to expand water treatment facilities is predicted to have **major positive effects**.

5.105 A mix of **minor positive** and **minor negative effects** are identified with regards to coastal management and marine environments. On one hand, protection of biodiversity will have knock on benefits for water quality, as will a focus on green infrastructure enhancement throughout the district. However, it is considered that consideration of water resources could be strengthened.

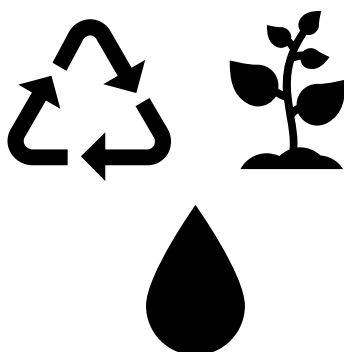
5.106 The protection of soil and the reuse of land and buildings is supported through several policies, which are **minor positive effects**.

What difference does the Plan Review make to these overall conclusions ?

5.107 In terms of resource use and waste, the proposed changes strengthen the existing policy position, and are likely to increase the significance of positive effects from minor to **moderate positive effects**.

5.108 **Major positive effects** were already identified with regards to water efficiency and flood management, but the proposed changes undoubtedly strengthen the position and consolidate the effects.

5.109 There is little change with regards to the efficient use of land and therefore the effects remain the same in this respect.



The Plan Review will better help to protect water resources, and improve waste management.

Are there any further recommendations?

5.110 None identified at this stage.

Landscape: *To protect and enhance landscape and townscape character and quality*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1 DM30, DM43, DM45, DM53, DM61	DM2, DM27, DM29, DM31, DM33, DM34, DM35, DM36, DM57, DM58, DM59 DM60, DM63, DM64 SG4, SP4, SP8, SP9, SP10, SG12, SG13, SC4, SC5, T1, T2, T4, EN9, CCH1, CCH2	DM62? DM30?

Discussion of effects for the Climate Emergency Plan Review

5.111 None of the changes proposed through the Plan review are likely to have notable positive or negative effects with regards to landscape character. In fact, the majority are predicted to have neutral effects.

5.112 Changes that relate to building fabric and modal shift are unlikely to have an effect on landscapes. There could be some minor improvements in terms of the townscape (for example through a stronger emphasis on green and blue infrastructure, modal shift and sustainable design such as green roofs), but these are not considered significant.

5.113 With regards to renewable energy schemes and potential impacts on landscape, the policy position is relatively unchanged (and reflects national policy and guidance), and therefore neutral effects are predicted in this respect.

5.114 Support for electric vehicle charging points could have a detrimental effect on the street scheme, with cumulative minor negative effects on townscape. This is more likely to be an issue in existing built up areas. The Plan review acknowledges this issue and sets out the need for supporting infrastructure to respect the built environment, streetscape and public realm.

5.115 Overall, mixed effects are predicted, both of which are considered minor in their significance.

Effects of the Current Local Plan on Landscape

Part 1

5.116 Despite the strategy seeking to avoid sensitive landscapes, there are larger urban extension sites, infrastructure and new facilities that could give rise to **minor negative effects** on landscape.

5.117 Conversely, **minor positive effects** are predicted to reflect improvements to townscape that could arise due to regeneration on brownfield sites and a focus on town centre vibrancy. **Major positive effects** are predicted in relation to protection of AONBs and important gaps between settlements.

Part 2

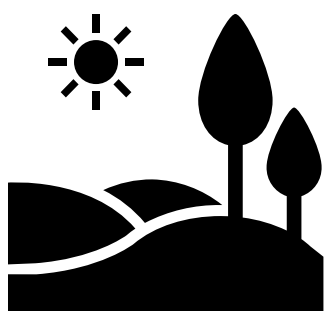
5.118 A range of policies seek to ensure that development respects townscape and landscape character. In particular, there is recognition of the importance of coastal areas and the AONB, and the need to protect and enhance green and open space is predicted to have **major positive effects**.

What difference does the Plan Review make to these overall conclusions ?

5.119 The changes are unlikely to lead to a significant change to the overall conclusions in relation to the existing Local Plan. **Minor positive effects** in relation to townscape are likely to remain due to regeneration efforts, and higher standards of sustainability could help to enhance these benefits. In particular, there is potential for measures such as green roofs and urban greening to enhance townscape.

5.120 There could be a concern that increased costs of development could make regeneration efforts more difficult, which raises a question mark over the positive effects identified in regard to townscape regeneration.

5.121 In addition, the proliferation of electric vehicle charging infrastructure could lead to **minor negative effects** on townscape in particular locations. That being said, there are requirements set out in the policies that will help to mitigate this. The residual effects are potentially neutral.



The Plan Review is unlikely to have effects upon landscape.

The effects on the townscape / street scene are likely to be mixed positive and negative.

Are there any further recommendations?

5.122 None identified.

Population and communities: *Ensure good access to community services for all community groups, seeking to reduce deprivation and inequality.*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effect
CC1, T2, T4, SP4, SP9 DM33, DM53, DM61	DM2, DM27, DM29, DM30, DM31, DM34, DM35, DM36, DM43, DM45, DM57, DM58, DM59, DM60, DM62, DM63, DM64 T1, EN9, SP8, SP10, SG12, SG13, CCH1, CCH2, SG4, SC4, SC5	/

Discussion of effects for the Climate Emergency Plan Review

5.123 The majority of proposed changes are predicted to have neutral effects with regards to population and communities.

5.124 Specific policies should help to ensure that inequalities are not widened. This applies to better management of flood risk, ensuring that sensitive receptors are not affected. This should be extended to those communities that are most vulnerable to flooding, and are also less resilient should events occur.

5.125 Transport and accessibility related changes which prioritise walking, cycling and public transport are likely to have a particular benefit for communities that are more reliant on these modes of travel.

5.126 Support for community activity is explicitly mentioned with regards to renewable energy schemes, community food systems and community resilience to climate change which is positive in this regard.

5.127 Overall, the proposed changes are predicted to have **minor positive effects**.

Effects of the Current Local Plan

5.128 As this is a new objective, there are no directly comparable effects within the SA for the Part 1 and Part 2 Plans.

Are there any further recommendations?

5.129 None identified.



**The Plan Review is positive
for community development.**

Transport: *To improve sustainable access to basic goods, services and amenities for all groups*

Policy changes with a positive effect	Policy changes with a neutral effect	Policy changes with a negative effects
CC1, T2, T4, SP9, SP10, SG12 DM33, DM53, DM57, DM61, DM62, DM63, DM64	DM2, DM27, DM29, DM30, DM31, DM34, DM35, DM36, DM43, DM45, DM58, DM59, DM60, CCH1, CCH2 SP4, SP8, SC4, SC5, T1, EN9, SG4, SG13	/

Discussion of effects for the Climate Emergency Plan Review

5.130 The Plan is likely to lead to a range of improvements in relation to sustainable travel. Of particular note, there is a stronger emphasis on walking and cycling being prioritised, and the need to demonstrate this in Travel Plans.

5.131 Draft Policy T2 was identified as having a minor negative effect with regards to transport. This related to the change in policy text from a walking and cycling superhighway, to just a cycle superhighway. This would exclude those who are unable to or prefer not to use cycling as a mode of travel. However, the supporting text in the final raft Plan clarifies that there will be segregated uses for both cyclists and pedestrians. Therefore, no negative effects are expected.

5.132 Overall, the proposed changes are predicted to have **minor positive effects** with regards to transport.

Effects of the Current Local Plan on Transport

Part 1

5.133 The strategy promotes most growth in broadly accessible locations, as well as new strategic sites where new facilities can be secured. There is also a focus on modal shift and strengthening local centres. As a result **major positive effects** are predicted. A smaller number of sites are in less accessible locations, which are **minor negative effects**.

Part 2

5.134 Several policies seek to ensure that development is well connected to basic services and facilities, open space and jobs, preferably by sustainable modes of travel; resulting in **minor positive effects**. A focus on the provision of services in the town centres is predicted to have **major positive effects** with regards to accessibility. There is also a focus on the vitality of rural areas, which are **minor positive effects**.

5.135 **Minor negative effects** are predicted in relation to parking provision as it affects accessibility for particular groups (despite this being positive in terms of promoting modal shift).

What difference does the Plan Review make to these overall conclusions ?

5.136 The proposed changes do not introduce new ideas, rather they strengthen the existing emphasis on the need for modal shift, active transport and a reduction in emissions from transport. This further consolidates the major positive effects that have already been established.

5.137 Minor negative effects in relation to sites that are in less accessible locations will remain largely unchanged, as the review does not change any allocations. Whilst an increased emphasis on walking and cycling is provided (which could improve connections to the less accessible sites), the distances involved remain a barrier in terms of active travel.



The Plan Review will further help to increase the amount that people walk, cycle and use public transport.

Are there any further recommendations?

5.138 None identified.

6. Conclusions

Conclusions at this stage

- 6.1 Table 6.1 below summarises the conclusions of the SA at this stage.
- 6.2 First, the effects of the proposed changes (viewed together and in combination) are presented to establish the broad nature of effects identified. Second, an evaluation is provided of how the proposed changes will affect the overall SA findings for the adopted Local Plan(s). This helps to identify where the review process has led to the most significant changes and what trade-offs there are.

Table 6.1: Summary of SA findings

Sustainability Topic	Effects of the proposed changes	Implications for the Adopted Plan findings
<i>Air quality</i>	Major positive	Significant improvement with regards to the Plan effects on air quality
<i>Biodiversity</i>	Minor positive	Minor improvement with regards to the Plan effects on biodiversity.
<i>Climate change adaptation</i>	Moderate positive	Minor improvement in terms of climate change resilience.
<i>Lowering Carbon Emissions</i>	Major positive	Significant improvement as uncertainty around positive effects is removed.
<i>Economy and Employment</i>	Minor positive Minor negative	No significant change to the overall findings likely.
<i>Health and Wellbeing</i>	Moderate positive	No significant change to the overall findings likely.
<i>Historic Environment</i>	Minor negative?	No significant change to the overall findings likely.
<i>Housing</i>	Minor positive Minor negative	Positive effects remain, but these are moderate rather than major.
<i>Natural Resources</i>	Major positive	Significant improvement regarding water resources.
<i>Landscape</i>	Neutral	No significant change to the overall findings likely.
<i>Population and Communities</i>	Minor positive	Not applicable.
<i>Transport</i>	Minor positive	No significant change to the overall findings likely.

- 6.3 In most instances, though the proposed changes are positive, this does not change the existing conclusions for the adopted Plan(s). The Plan review has, in the main, consolidated existing predicted positive effects and removed uncertainty.
- 6.4 For air quality, natural resources (water), and lowering carbon emissions, there is a notable improvement in the sustainability outcomes compared to the situation outlined for the existing Local Plan(s). This reflects the more comprehensive changes in the plan relating to electric vehicle charging points, water management, and sustainable design.
- 6.5 The positive effects in terms of housing could reduce somewhat in the short term, but this is weighed against the longer term improvement in housing quality. Whilst overall the positives have reduced slightly with regards to housing, the effects would still remain significantly positive.
- 6.6 In summary, the Plan review is predicted to have mainly positive effects across a wide range of sustainability topics. The intention of the Plan review is to take a more proactive approach to climate change, and this is evidenced in the SA findings, which show a significant improvement in respect of lowering carbon emissions. This along with additional environmental improvements is considered unlikely to come at the expense of sustainable growth; despite there being slightly less positive effects with regards to housing in the short term (compared to the existing policy baseline).

Monitoring

- 6.7 The SA process for the adopted Local Plan(s) concluded with the publication of a sustainability appraisal statement. It is necessary to include a monitoring framework in these documents.
- 6.8 The nature of the effects identified as a result of the Plan review SA are very similar to those identified in the 'parent' SA documentation. The main differences relate to the magnitude and ultimate significance of effects, rather than entirely novel effects being identified. Therefore, an appropriate starting point for monitoring effects is to utilise the SA monitoring framework for the adopted Local Plan(s). This ensures consistency and makes best use of processes that are already established.
- 6.9 Where the existing framework is considered to be sufficient to monitor the effects of the Plan review, no additional / new indicators have been identified. New indicators have only been established where it is considered necessary due to:
- The existing framework not dealing with newly identified impacts
 - The need to update / refresh indicators in light of the latest evidence and data collection practices.

SA Topic	Proposed monitoring indicators
<i>Air quality</i>	<p>Number and distribution of Air Quality Management Areas (AQMAs).</p> <p>Local air quality monitoring results for nitrogen and particulates</p> <p>Complaints re odour/smell</p> <p>Incidences where thresholds for air quality are exceeded</p> <p><i>New Indicator: Proportion of new developments built each year which fail to deliver electric vehicle charging point provision'</i></p>
<i>Biodiversity</i>	<p>Number and distribution of designated sites including SAC, SPA, Ramsar sites, SSSI, NNR, LNR) and BHS – monitor change in area of the sites</p> <p>Condition of SSSIs (percentage in favourable condition)</p> <p>Number of Biological Heritage Sites under Active Management.</p> <p>Area of habitat created</p> <p>Length of undeveloped coast</p> <p>Areas of woodland, including ancient woodland</p> <p>Woodland/farmland bird populations</p>
<i>Climate change adaptation</i>	<p>Occurrence of coastal flooding events</p> <p>Distribution of areas at risk of fluvial flooding</p>
<i>Lowering Carbon Emissions</i>	<p>Developments where >10% of energy consumption is met by micro-generation</p> <p>Total CO2 emissions per capita per year.</p> <p>Annual average domestic gas and electricity consumption per consumer.</p> <p>Annual gas and electricity consumption in the commercial/industrial sector.</p> <p>Number of applications for renewable energy developments and details of their location.</p> <p><i>New indicator: 'number of new homes built each year which fail to deliver the required carbon emission standards identified in Policy DM30a'</i></p>
<i>Economy and Employment</i>	<p>Economic activity rate</p> <p>Employment by sector and occupation</p> <p>Availability of employment land</p> <p>Number of wards with LSOAs in bottom 10% most deprived for employment deprivation</p> <p>Percentage of working age population claiming jobseekers allowance</p> <p>Employment sqm (gross) by location</p> <p>Retail sqm (gross) by location</p>

Facilities available in villages
 Visitor numbers and tourist revenue data

	Development in Regeneration Priority Areas
	Amount of new residential development within 1km of 5 basic services (GP, Food Store, Primary School, Bus Stop and Post Office)
	Life expectancy at birth
	Life expectancy at 65
	Premature mortality rates across the social gradient
	GPs per 1,000 population
	Village settlements with doctor's surgery
	Percentage of population with a long-term limiting illness
	Public open space per 1,000 population
<i>Health and Wellbeing</i>	New public space delivered annually
	Children's playspace delivered annually
	Distribution of sports facilities
	Cycle route length
	Number of people cycling in Lancaster across the social gradient
	Number of people walking in Lancaster across the social gradient
	Number of children aged 5-10 years walking to school in Lancaster across the social gradient
	Proportion of new housing within 1km of a new/existing active travel route across the social gradient
	Proportion of new employment within 1km of a new/existing active travel route across the social gradient

	Number and distribution of Listed Buildings, Scheduled Ancient Monuments (SAMs) Conservation Areas and Registered Parks and Gardens.
	Listed Buildings at risk
<i>Historic Environment</i>	Scheduled monuments at risk
	Registered Parks and Gardens at Risk
	<i>New indicator: Applications for microgeneration approved involving listed buildings</i>

<i>Housing</i>	Ratio of relative housing affordability
	Overall annual shortfall of affordable housing units
	Percentage of housing stock classified as unfit
	Average house prices
	Gross affordable housing completions
	<i>New indicator: Gross housing completions compared with annual target.</i>

<i>Natural Resources</i>	Distribution of best and most versatile agricultural land.
	Percentage of housing completions on previously developed land.
	Percentage of employment development on previously developed land.
	Number of grey water recycling and water minimisation schemes implemented.
	Percentage of rivers with good/fair chemical and biological water quality
	Number of sustainable design schemes implemented.
	Percentage use of secondary and recycled materials in construction of new developments
	<i>New indicators:</i>
	<i>% of developments that make use of natural drainage solutions.</i>
	<i>number of new homes built each year which fail to deliver the required water efficiency standards identified in Policy DM30b'</i>
	<i>% of new developments implementing a site waste management plan</i>

<i>Landscape and Townscape</i>	Landscape/townscape characterisation Number, location, size and character of Conservation Areas
	Number of Conservation Area Appraisals and Management Plans produced
	Conservation Areas at risk
	Development on greenfield land
	Amount of new greenspace created (ha)
	Percentage of the population within the urban area with access to public greenspace

<i>Population and Communities</i>	Number and distribution of wards with Lower Super Outputs Areas (LSOAs) in the bottom 10% most deprived for crime deprivation.
	Crime rates per 1,000 of the population for key offences.

Percentage of people aged 16-74 achieving Level Four or Level Five qualifications

Percentage of people aged 16-74 with no qualifications.

Amount of new residential development within 1km of 5 basic services

Facilities available in villages

Village settlements with general stor

*New indicator: Number of community-led energy schemes.
Walking and cycling scheme improvements in top 20% deprived areas*

Transport

Local rail and bus patronage

Cycle route length

Population within 400m of a bus stop on a quality bus route

New dwellings within 0.5km of the district cycle path network

Next Steps

- 6.10 The Council has prepared a Pre-Submission Local Plan (Climate Change Review) in-line with Regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012. Consultation will take place through February 2021 through to March 2022.
- 6.11 The SA report has been prepared to document the SA process that has been undertaken in preparation of the Local Plan Review. Comments on the SA Report are welcomed and will be taken into consideration as the Council works towards the 'Submission' version of the Plan.
- 6.12 The final Plan will be 'Submitted' for Examination in Public (EiP). The Council will also submit a summary of issues raised (if any) through representations at the Publication stage so that these can be considered by the Government appointed Planning Inspector who will oversee the EiP. At the end of the EiP, the Inspector will judge whether or not the Plan is 'sound'.
- 6.13 Further SA work may be required to support the Plan-making process as it moves through Examination (for example the preparation of SA Addendums to deal with changes / modifications).

Table 6.1: Plan timetable

Plan Milestone	Anticipated Timescale
<i>Pre-Submission Local Plan Consultation</i>	31 st Jan – 11 th March 2022
<i>Submission of the Local Plan</i>	April/May 2022
<i>Examination</i>	September 2022
<i>Adoption</i>	November/ December 2022

