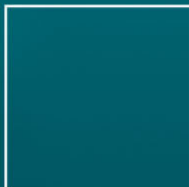


City of Bradford Metropolitan District Council

Sustainability Appraisal of the Bradford Core Strategy

Issues and Options Report

March 2009



Entec

Creating the environment for business

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City of Bradford Metropolitan District Council

Sustainability Appraisal of the Bradford Core Strategy

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March 2009

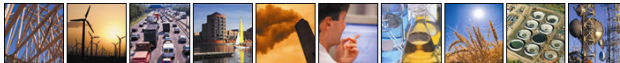
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List of Abbreviations

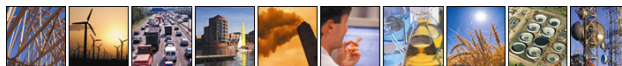
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|--------|--|
| AQMA | Air Quality Management Area |
| BAP | Biodiversity Action Plan |
| BREEAM | Building Research Establishment Environmental Assessment Methodology |
| DPD | Development Plan Document |
| HGV | Heavy Goods Vehicle |
| LCA | Landscape Character Assessment |
| LDF | Local Development Framework |
| LGC | Local Growth Centre |
| LSC | Local Service Centre |
| ODPM | Office of the Deputy Prime Minister |
| PDL | Previously Developed Land |
| PPC | Pollution Prevention Control |
| PPS | Planning Policy Statement |
| PT | Principal Towns |
| RIGS | Regionally Important Geological Site |
| RSS | Regional Spatial Strategy |
| RUDP | Replacement Unitary Development Plan |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |



| | |
|------|---|
| SEGI | Site of Ecological or Geological Importance |
| SPA | Special Protection Area |
| SRC | Sub Regional City |
| SSSI | Site of Special Scientific Interest |
| SuDS | Sustainable Drainage Systems |

Notes

Please note, when this report and the earlier issues and options documents were produced, Bradford was identified as a Sub-Regional City in the Draft Yorkshire and Humber Plan. Following representations, Bradford later become a Regional City in the final version of the Yorkshire and Humber Plan, however references in this document to the Sub-Regional City have not been changed.



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1. Purpose of this Report

1.1 Background

The City of Bradford Metropolitan District Council (the Council) as the local planning authority for Bradford is currently in the process of preparing a Local Development Framework (LDF) to guide future growth and development in the District in the period up to 2026. This will replace the existing Replacement Unitary Development Plan for Bradford (RUDP), adopted in October 2005. The first Development Plan Document (DPD) to be produced as part of the LDF is the Core Strategy. This will set out the long term spatial vision for the District and the strategic policies to deliver that vision. The Core Strategy will then inform the other DPDs to be produced as part of the LDF.

The Planning and Compulsory Purchase Act (2004) requires the Council to undertake Sustainability Appraisal (SA) of their LDF documents. It is therefore a statutory requirement that SA of the Core Strategy is undertaken. SA is a process through which the 'sustainability' of a plan under preparation is assessed. The SA provides a qualitative assessment of the environmental, social and economic performance of a plan against a set of sustainability objectives.

Under the Environmental Assessment of Plans and Programmes Regulations (2004) it is also a requirement that plans (setting out a framework for development and likely to have significant environmental effects) are subject to Strategic Environmental Assessment (SEA). The regulations transpose the requirements of the European Union Directive 2001/42/EC on the Assessment of Certain Plans and Programmes on the Environment, more commonly known as the SEA Directive, into UK law.

Entec has been commissioned by the Council to undertake a SA of the Core Strategy on their behalf, which incorporates the requirements of SEA. This Issues and Options Report summarises the outcome of the appraisal of the options for the Core Strategy. The report is structured as follows:

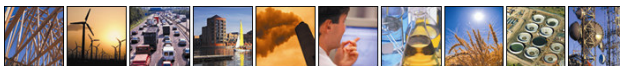
Section 1: Purpose of this Report. Introduces the report and details the background to the Core Strategy and SA.

Section 2: SA of the Core Strategy Options. Provides an overview of the SA methodology and summarises the outcomes of the appraisal.

Section 3: Conclusion and Next Steps. Summarises the work undertaken to date and provides an overview of the subsequent stages of the SA.

1.2 Bradford Core Strategy

As highlighted in Section 1.1, the first DPD to be produced as part of the LDF is the Core Strategy, which will set out the long term vision for sustainable development in Bradford. It will comprise broad policies to steer and shape



future development and set out broad locations for new housing, employment and infrastructure investment. All other DPDs must be in conformity with the Core Strategy.

The first stage in the production of the Core Strategy involved the identification of key issues associated with the District and the development of initial options for the Core Strategy. In February 2007 the Council produced a series of topic papers, setting out the issues and options grouped into key themes:

- Paper 1: Introduction and Background.
- Paper 2: The Spatial Vision and Strategy for Bradford.
- Paper 3: Meeting the Needs for Dwellings in the Districts.
- Paper 4: Economy and Jobs.
- Paper 5: Transport and Accessibility.
- Paper 6: Community Facilities.
- Paper 7: Environment.
- Paper 8: Waste Management.

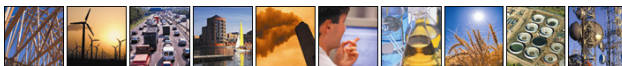
Topic Paper 2 sets out the overall vision and strategy while the subsequent papers consider key issues to be addressed in the Core Strategy. The topic papers were made available to the public for comment between February and July 2007.

Following consideration of the representations received, and in response to changes to the Yorkshire and Humber Plan (the Regional Spatial Strategy (RSS) for the region), the Council felt it necessary to put forward a number of more detailed options to accommodate development. A Further Issues and Options document was therefore produced, which focuses specifically on key elements of the Core Strategy, namely the spatial vision, strategic objectives and spatial options for the location of development. Public consultation on the Further Issues and Options took place between January and March 2008.

1.3 Sustainability Appraisal Process

Stage A (Scoping)

The first stage of the SA of the Core Strategy was scoping (Stage A). This stage involved setting the context and objectives, establishing the baseline and deciding on the scope. A Scoping Report was produced by the Council in February 2007, which details the outcomes of the scoping stage and proposed a SA framework to be used in appraising the Core Strategy. To ensure that the SA framework was up-to-date Entec then reviewed and updated the scoping information and SA objectives on behalf of the Council in November 2008, to reflect consultation



responses on the Scoping Report and further discussion with Council officers. As part of this process, decision making criteria have been developed to support each of the SA objectives. Initially, a proposed set of decision making criteria were developed by Entec. A SA workshop was then held at the Council offices in November 2008, attended by members of the relevant Council departments along with the Council Sustainability representative, to discuss the proposed decision making criteria. The outcome of the workshop was a refined list of decision making criteria for the Core Strategy SA objectives.

The revised SA objectives (and associated decision making criteria) for use in appraising the options for the Core Strategy are set out in Table 1.1¹.

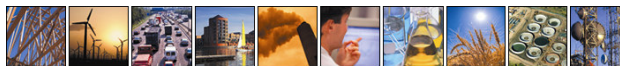
Table 1.1 Core Strategy SA Objectives and Decision Making Criteria

| SA Objective | Decision Making Criteria |
|---|---|
| Impacts on the environment and resources | |
| 1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy | <ul style="list-style-type: none"> • Does the plan seek to increase energy efficiency in building stock? • Does the plan encourage the use of clean, low carbon, energy efficient technologies? • Does the plan promote renewable energy generation in the district? • Does the plan seek to minimise the consumption of non renewable resources and promote the use of sustainable and locally sourced resources and materials? |
| 2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered | <ul style="list-style-type: none"> • Does the plan seek to minimise waste generation and increase re-use, recycling and recovery consistent with the waste hierarchy? • Does the plan encourage sustainable production / consumption and resource efficiency? • Does the plan propose positive measures to divert waste away from landfill? • Does the plan seek to improve access for all to facilities for waste management? |
| 3. Reduce the district's impact on climate change and vulnerability to its effects | <ul style="list-style-type: none"> • Does the plan seek to limit or reduce the emission of greenhouse gases (carbon dioxide, methane, nitrogen oxide etc) in accordance with the Climate Change Act 2008? • Does the plan ensure that development can withstand, and adapt to, local impacts resulting from global climate change? • Does the plan consider the potential environmental, social and economic implications of climate change? |
| 4. Safeguard and improve air, water and soil resources | <ul style="list-style-type: none"> • Does the plan ensure the conservation and sustainable use of ecosystem services? • Does the plan seek to limit or reduce the emission of air pollutants and improve local air quality? • Does the plan prevent the pollution of water resources and seek to improve the quality of all water resources? • Does the plan prevent soil degradation and contamination, and afford protection to good quality agricultural land and soils? • Does the plan prevent inappropriate development in floodplains and promote the use of Sustainable Drainage Systems (SuDS) and other such measures to prevent or reduce flood risk? |

¹ Please note that these SA objectives have been amended as appropriate following consultation on the Scoping Report (2007) and further discussion with Council officers.



| SA Objective | Decision Making Criteria |
|--|---|
| 5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats | <ul style="list-style-type: none"> • Does the plan afford protection to Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs) and other designated sites, including regional and local sites, such as, SEGIs and Bradford Wildlife Areas? • Does the plan protect and conserve habitats and species, especially where these may be rare, declining, threatened or indigenous? • Does the plan provide for the sustainable long term management of wildlife habitats? • Does the plan seek to prevent habitat and wildlife corridor fragmentation? • Does the plan promote new habitat creation and restoration, including green infrastructure networks? |
| 6. Maintain and enhance the character of natural and man made landscapes | <ul style="list-style-type: none"> • Does the plan protect areas of high landscape value, greenspace and open space in urban and rural areas and promote the restoration and enhancement of the landscape? • Does the plan ensure development contributes to local distinctiveness and character, taking account of the surrounding landscape context? • Does the plan protect and enhance individual landscape features such as hedgerows, dry stone walls, ponds and trees? • Does the plan afford protection to geological SSSIs, Regionally Important Geological Sites (RIGS) and Sites of Ecological or Geological Importance (SEGIs)? |
| 7. Protect and enhance historic assets and their settings | <ul style="list-style-type: none"> • Does the plan preserve, protect and enhance sites, features and areas of cultural, historic and archaeological value and their settings, including the district's Conservation Areas, Scheduled Monuments, listed and locally listed buildings, Registered Parks and Gardens and Historic Battlefields? • Does the plan protect and enhance the character and appearance of the Saltaire World Heritage Site and its setting and provide for its sustainable long term management? • Does the plan protect and enhance important cultural and historic vistas, views and key reference points? • Does the plan promote the restoration and sensitive reuse of derelict and degraded cultural and historic buildings? |
| Social impacts | |
| 8. Provide the opportunity for everyone to live in quality housing which reflects individuals needs, preferences and resources | <ul style="list-style-type: none"> • Does the plan ensure that the housing offer and mix meets local housing needs, taking into account tenure, location, size, type, density and affordability? • Does the plan ensure the provision of sufficient new homes taking into account need and demand and seeking to improve choice, particularly appropriate levels of affordable housing where there is a need? • Does the plan ensure the development of high quality sustainable housing that is well designed and built to a high standard (e.g. Code for Sustainable Homes Level 3 and Lifetime Homes)? • Does the plan seek to create sustainable, inclusive and mixed communities and ensure fair access to housing for all groups? |
| 9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts | <ul style="list-style-type: none"> • Does the plan ensure access for all groups, particularly the disabled and those without a car? • Does the plan provide new or improved integrated public transport to address gaps in the public transport network and service provision? • Does the plan encourage community transport, green travel plans and car sharing schemes? • Does the plan provide innovative solutions (demand management) to reduce traffic congestion; maintain capacity in the road network; and seek to improve road safety for all users? |



| SA Objective | Decision Making Criteria |
|--|--|
| 10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car | <ul style="list-style-type: none"> • Does the plan seek to reduce the need to travel, especially by car? • Does the plan promote public transport use, walking and cycling as alternative forms of transport to the car? • Does the plan protect and enhance the Public Rights of Way and cycle network within the district? • Does the plan ensure the provision of the necessary infrastructure and space to enable residents to live and work in close proximity? |
| 11. Improve the quality of the built environment and make efficient use of land and buildings | <ul style="list-style-type: none"> • Does the plan promote high standards of sustainable design and construction? • Does the plan ensure that development contributes to and enhances the character of the built environment and public realm, strengthens local distinctiveness and creates a sense of place? • Does the plan seek to reduce light pollution, noise levels, fly tipping and the spread of litter and graffiti? • Does the plan ensure the efficient use of land and buildings? |
| 12. Improve the quality and range of services available within communities and connections to wider networks | <ul style="list-style-type: none"> • Does the plan ensure the provision of a range of services and facilities to meet local and / or regional needs? • Does the plan seek to ensure access for everyone to all services and facilities, particularly the disabled and those without a car? • Does the plan help retain essential local services and facilities, particularly in rural areas? |
| 13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods | <ul style="list-style-type: none"> • Do plan policies respect the needs of all communities and future generations? • Does the plan ensure equality and diversity? • Does the plan promote a sense of community identity and encourage social cohesion and shared values? • Does the plan identify and tackle issues around social exclusion? |
| 14. Create good cultural, leisure and recreation activities available to all | <ul style="list-style-type: none"> • Does the plan protect and seek to enhance the provision of cultural, leisure and recreation facilities? • Does the plan ensure the provision of high quality play and open space for children and young people? • Does the plan protect and enhance greenspace and open space, especially that within urban areas? • Does the plan facilitate access to, and opportunities to enjoy, the countryside? |
| 15. Improve safety and security for people and property | <ul style="list-style-type: none"> • Does the plan seek to create a safe environment with low levels of crime and disorder? • Does the plan seek to prevent and reduce crime and anti-social behaviour and fear of crime through design measures (e.g. the incorporation of Secured by Design Principles)? • Does the plan seek to address the causes of crime and disorder and / or reduce crime through intervention? |
| 16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care | <ul style="list-style-type: none"> • Does the plan ensure the provision of easy to use health and social care services and facilities that meet local needs and are accessible to all? • Does the plan seek to reduce health inequalities within society (address the gap between those with the worst health and those with better health)? • Does the plan seek to improve people's quality of life, health and well being and to prevent ill health (e.g. by encouraging active lifestyles)? • Does the plan help people to maintain their independence and enable informed choices throughout life to remain healthy and well? |



| SA Objective | Decision Making Criteria |
|--|--|
| Economic impacts | |
| 17. Promote education and training opportunities which build the skills and capacity of the population | <ul style="list-style-type: none"> Does the plan ensure the provision of education and training facilities that meet local needs and that are accessible to all? Does the plan support skills and training development in the local community and will it contribute towards meeting identified skills shortages? Does the plan support collaboration between educational establishments, businesses and industry? |
| 18. Increase the number of high quality job opportunities suited to the needs of the local workforce | <ul style="list-style-type: none"> Does the plan provide employment opportunities for local people? Does the plan contribute to improving the variety and quality of employment opportunities? Does the plan promote or support equal employment opportunities? Does the plan ensure employment sites are accessible to everyone, particularly those without a car? |
| 19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area | <ul style="list-style-type: none"> Does the plan provide the right conditions, including sites, premises and infrastructure to encourage sustainable investment and enterprise, taking into account current and future working environments? Does the plan encourage market sector diversification, to prevent and reduce dependency on specific markets and industries? Does the plan support existing local businesses, products and services and help build local supply chains, particularly in rural areas? Does the plan help increase business start up rates and seek to improve the competitiveness and productivity of the local economy? Does the plan support and promote sustainable consumption and production (i.e. cleaner efficient production processes, a shift in consumption towards goods and services with lower environmental impacts etc)? |

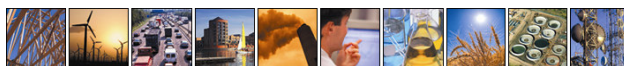
Stage B (Developing and refining options and assessing effects)

The second stage (Stage B) of the SA of the Core Strategy involves predicting and evaluating the effects of the options. The Council undertook an initial appraisal of the options detailed in the Core Strategy Issues and Options papers (February 2007) and the Core Strategy Further Issues and Options for Consultation (Spatial Vision and Strategy) paper in February 2007 and January 2008 respectively.

To further supplement this, and to ensure that opportunities for sustainability are maximised, Entec then undertook further appraisal of the options between February and March 2009.

As part of this process, to ensure that a comprehensive range of options were considered, further options in addition to those identified in the Core Strategy Issues and Options papers have been subject to appraisal. Initially, a proposed list of options was developed by Entec using the Issues and Options papers as a starting point. A SA workshop was then held at the Council offices in November 2008, attended by members of the relevant Council departments along with the Council Sustainability representative, to discuss the proposed list of options. The outcome of the workshop was a refined list of Core Strategy options for consideration (agreed with the Council). The refined Core Strategy options subject to appraisal are detailed in Section 2.2.

This Issues and Options Report summarises the outcome of the further appraisal of the Core Strategy options.



2. Sustainability Appraisal of the Core Strategy Options

2.1 Assessing Sustainability Performance

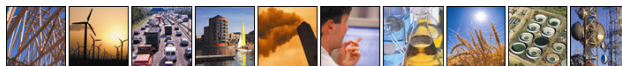
This SA involves a detailed appraisal of the refined list of Core Strategy options (see Section 1.2) along with an appraisal of the spatial options and their key elements, taking into account the baseline situation and the key sustainability issues identified during scoping. This work builds upon SA work already undertaken by the Council for the Issues and Options and Further Issues and Options, presented in the Core Strategy: Issues and Options Initial Sustainability Appraisal (2007) and the Core Strategy Further Issues and Options for Consultation Initial Sustainability Appraisal (2008) documents. It should be noted that options for waste management have not been subject to appraisal as part of this SA process, as the waste management options are being considered in further detail as part of the waste policy development process.

When appraising each option consideration is given to the timescale (including short, medium and long term effects) and the nature of the effect (permanent, temporary, positive or negative and direct or indirect) to determine the effects. The likely significant effects of each option are identified using a qualitative scoring system, as detailed in Table 2.1, supported by a brief commentary.

Table 2.1 SA Scoring System

| Alignment | Description | Symbol |
|-----------------------|---|--------|
| Major Positive Impact | The proposed option contributes significantly to the achievement of the objective | ++ |
| Minor Positive Impact | The proposed option contributes to the achievement of the objective but not significantly | + |
| Neutral | The proposed option does not have any effect on the achievement of the objective | 0 |
| Minor Negative Impact | The proposed option detracts from the achievement of the objective but not significantly | - |
| Major Negative Impact | The proposed option detracts significantly from the achievement of the objective | -- |
| Uncertain | The relationship of the proposed option is uncertain or is dependant upon the way the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made. | ? |

It should be noted that the scores are only intended to serve as an indication to the types of effects that may occur based on the level of information considered.



2.2 Outcomes of the Appraisal

This section provides an overview of the options for the Core Strategy that have been subject to SA, along with a summary of the outcomes of the appraisal.

Topic Paper 3: Meeting the needs of dwellings in the District

The options for meeting housing needs in the District that have been subject to appraisal are as follows:

Options for ensuring that effective use is made of land and buildings:

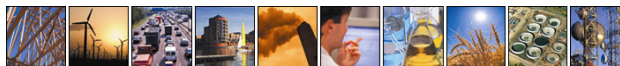
1. Accept developments making use of previously developed land (PDL) or buildings.
2. Accept developments making use of Greenfield land.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| PDL | ? | + | ? | + | ? | + | ? | ? | ? | ? | ++ | ? | ? | ? | + | + | + | + | ? |
| Greenfield | ? | ? | ? | ? | ? | - | ? | + | ? | ? | -- | ? | + | ? | 0 | ? | ? | ? | + |

- The use of PDL and buildings contributes significantly towards SA objective 11, relating to the efficient use of land and buildings. The use of greenfield land scored negatively, as this is likely to result in the development of Greenfield sites in preference to, and prior to, the use of PDL.
- The use of greenfield land scored negatively in relation to the landscape SA objective (6), as there is the potential for greenfield development to have an effect upon landscape character and visual amenity. Green belt in particular is of landscape value and plays an important role in preventing urban sprawl and maintaining countryside character and openness.
- The use of PDL scored positively in relation to the waste SA objective (2) and the soils aspect of SA objective 4 as the conversion / re-development of existing buildings presents opportunities for the re-use of building materials, and for the remediation of contaminated land.
- The effect of both options upon the majority of the other SA objectives is uncertain, depending upon the location of the site and the nature of the development.

Options for ensuring that dwellings are provided in the right places to meet local needs:

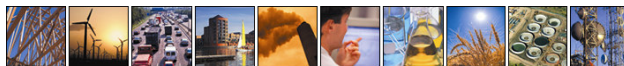
1. Locate development close to key services.
2. Locate development close to employment uses.
3. Locate development close to public transport nodes.
4. Locate development close to existing transport routes.



- 5. Locate development close to existing greenspace / countryside.
- 6. Promote mixed used developments.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|----|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | + | 0 | 0 | 0 | + | + | ? | + |
| 2 | 0 | 0 | + | ++ | 0 | 0 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | 0 |
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | + | 0 | + | + | + | 0 |
| 4 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 |
| 5 | 0 | 0 | ? | ? | ? | - | ? | 0 | ? | ? | 0 | ? | 0 | ++ | 0 | ? | 0 | ? | 0 |
| 6 | 0 | 0 | + | ++ | 0 | 0 | 0 | 0 | 0 | ++ | 0 | ++ | 0 | + | 0 | + | + | + | + |

- Locating development close to key services and employment scored positively in relation to the services and employment SA objectives. Locating development close to key services and employment also scored positively in relation to the climate change (3), air quality (4) and transport (10) SA objectives, as this should help to reduce the need for car travel. Locating development close to employment in particular scored positively, as it would reduce commuter distances, which can have a significant effect upon local air quality.
- Locating development close to public transport nodes scored positively in relation to the climate change (3), air quality (4) and transport (9 & 10) SA objectives, as this should help to reduce the need for car travel and help to ensure access for all. Locating development close to public transport would also enable residents to access services / facilities and employment by public transport, and therefore scored positively in relation to the services and employment SA objectives.
- Locating development close to transport routes scored negatively in relation to the climate change (3), air quality (4) and transport (10) SA objectives as it may encourage car use. This option was scored as uncertain against the health SA objective (16), as there is the potential for development located close to transport routes to have an effect upon health (e.g. noise disturbance).
- Locating development close to greenspace / countryside was scored as uncertain in relation to the climate change, air quality, transport and services and employment SA objectives as, depending upon the location, such areas may not be in the locality of services, facilities, public transport and employment. This option was scored negatively against the landscape SA objective, as there is the potential for development close to greenspace to have an effect upon landscape character and visual amenity, particularly development in the Green Belt. Conversely, this option contributes significantly towards SA objective 14 relating to leisure and recreation, as locating close to greenspace / countryside would enable residents' easy access.



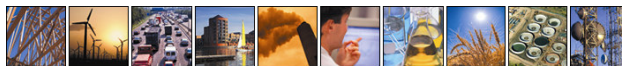
- *Mixed use developments reduce the need to travel by car for short journeys and help to ensure access for all and therefore contribute significantly towards the climate change, air quality and transport SA objectives. This option allows the provision of services and facilities and employment as part of development and contributes positively towards social inclusion.*

Options for meeting needs for affordable homes:

1. Allocate specific sites for affordable housing.
2. Require mixed tenure sites, incorporating affordable housing, to be developed.
3. Bring empty / existing housing stock back into use.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | ? |
| 3 | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

- *Bringing empty / existing housing stock back into use scored positively in relation to the energy and waste SA objectives (1 & 2) as it presents opportunities to improve the energy efficiency of housing stock and to re-use existing build materials. Bringing empty / existing housing stock back into use also contributes positively towards SA objective 11, relating to the efficient use of land and buildings.*
- *The allocation of specific sites for affordable housing contributes positively towards the housing SA objective, as it would provide certainty with regard to affordable housing delivery. However, this option would not contribute towards creating mixed communities if sites are allocated solely for affordable housing.*
- *Requiring the development of mixed use tenure sites that incorporate affordable housing would help to create inclusive and mixed communities and therefore contributes positively towards the housing (8) and social cohesion (13) SA objectives.*
- *Bringing empty / existing housing stock back into use would help to meet housing targets provided that the housing stock would be of a suitable type and size to meet local needs and requirements.*
- *If sites are allocated solely for affordable housing the allocation of sites would not contribute towards creating mixed communities and therefore scores negatively in relation to SA objective 13 relating to social cohesion.*
- *Mixed use sites incorporating a range of housing types and tenures may be more economically viable depending upon the affordable housing requirement / threshold.*



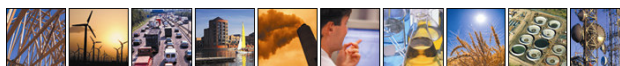
1. Adopt a market need approach to the allocation of affordable housing (e.g. higher requirement in areas of highest need such as Wharfedale).
2. Adopt a district wide approach to the allocation of affordable housing.
3. Use alternative mechanisms to deliver affordable housing (i.e. shared ownership schemes).

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
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- Adopting a market need approach to the allocation of affordable housing would help to ensure the provision of affordable housing where there is greatest need and may help to ensure that affordable housing development is more economically viable. This option therefore scores positively in relation to the housing and economy SA objectives (8 & 19). However, this approach could potentially lead to uncertainty with regards to the delivery of affordable housing.
- Adopting a district wide approach to the allocation of affordable housing could result in under provision of affordable housing in areas where there is greatest need and therefore scored negatively against the housing SA objective (8).
- The use of alternative mechanisms should help to make housing more affordable and therefore scored positively against the housing SA objective (8).
- The effect of a district wide approach upon the economy SA objective (19) is uncertain, as this approach could affect the economic viability of some housing schemes.

1. Retain the existing affordable housing threshold (discretionary above 1 hectare or 25 dwellings).
2. Lower affordable housing threshold.
3. Higher affordable housing threshold.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
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| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? |
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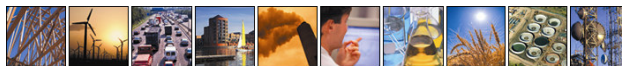
- Retaining the existing affordable housing threshold ensures some affordable housing provision for schemes and therefore contributes positively towards the housing SA objective (8). However, the level of provision is discretionary; provision may therefore not meet local needs. This option scored positively in relation to the economy SA objective (19) as it would enable developers to provide a level of affordable housing that is economically viable.
- A lower affordable housing threshold would ensure the provision of affordable housing on smaller housing schemes and therefore contributes positively towards the housing SA objective. However, a lower threshold could affect the economic viability of private development schemes.
- A higher affordable housing threshold scored negatively in relation to housing as this option would result in a larger proportion of smaller schemes not having to provide affordable housing. Affordable housing requirements may therefore not be met.
- The effect of a higher affordable housing threshold in relation to the economy SA objective was scored as uncertain, as it may help to make the development of smaller sites more economically viable where affordable housing provision would no longer be required.

Options for achieving the correct balance of new dwellings in terms of type and size:

1. Promote lower density housing on targeted sites.
2. Promote the existing housing density requirement (30 units to the hectare) on all sites.
3. Promote high density housing (50 units to the hectare) on targeted sites.
4. Promote high density housing (50 units to the hectare) on all sites.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
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- Lower density housing presents greater opportunity for the provision of a range of housing types and sizes, including larger family homes and semi-detached or detached properties. Notwithstanding this, this option may not help to ensure the provision of a sufficient number of homes. This option was therefore scored as positive and uncertain in relation to the housing SA objective (8).
- The existing density requirement ensures the development of at least 30 units per hectare on all sites, which is in accordance with Planning Policy Statement (PPS) 3. The required density should contribute positively towards ensuring the provision of a sufficient number of homes. Notwithstanding this, careful consideration should be given to the potential effect of housing density requirements upon



the provision of housing types and tenures (e.g. whether it may limit the provision of accommodation for larger families).

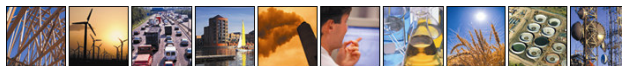
- The requirement to develop at least 50 units per hectare on targeted sites and all sites should contribute positively towards ensuring the provision of a sufficient number of homes. Notwithstanding this, careful consideration should be given to the potential effect of housing density requirements upon the provision of housing types and tenures (e.g. whether it may limit the provision of accommodation for larger families).
- Depending upon the nature of the housing development, there is the potential for higher density housing to have an effect upon the surrounding townscape / landscape (e.g. high rise housing could impact upon the skyline). Notwithstanding this, sites suitable for this type of development could be targeted.
- There is the potential for high density housing to affect congestion levels on the local road network due to the increase in the number of new residents in an area (SA objective 10).
- The requirement for higher housing densities may help to ensure the efficient use of land (SA objective 11).
- There is the potential for the provision of high density housing to compromise on the quality of the living environment (SA objective 13). Notwithstanding this, any potential effects can be reduced through design and layout.
- Careful consideration needs to be given to the potential effect of housing density requirements upon the economic viability of private housing development schemes.

Options for achieving the correct balance of house building:

1. Adopt a market led approach (developers to provide analysis and reasoning) to the release/development of land.
2. Adopt a plan led (site briefs etc.) approach to the release/development of land.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
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| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | ? |

- Adopting a market led approach to the release / development of land could potentially lead to uncertainty with regards to the delivery of housing, particularly affordable housing. The potential effect of this option upon the housing SA objective is therefore uncertain. Notwithstanding this, a market led approach would help to ensure that housing developments are more economically viable, thus contributing positively towards the economy SA objective (16).



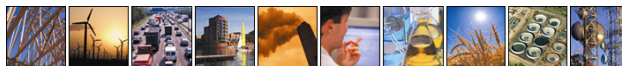
- Adopting a plan led approach to the release / development of land would help to ensure the provision of a suitable mix of housing of an appropriate density that reflects the needs of that particular area, providing greater certainty that local housing requirements can be met and helping to create more inclusive and mixed communities.
- A plan led approach could affect the economic viability of private development schemes, particularly requirements for affordable housing provision. This option therefore scored as uncertain in relation to the economy SA objective (19).

Options for the development of housing on employment land:

1. Land and buildings allocated for employment use should continue to be protected from housing development.
2. Land and buildings allocated for employment use that is surplus to requirements should be declassified.
3. Develop mixed use sites on employment land, comprising residential and employment.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
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- Mixed use sites comprising housing and employment would reduce the need to travel by car to access employment and thus contributes positively towards the climate change (3), air quality (4) and transport (10) SA objectives. This option is considered to contribute positively towards the air quality SA objective in particular, as it could help to reduce the impact of commuting upon local air quality.
- Protecting land and buildings allocated for employment use from housing development may result in a shortage of suitable sustainable locations for new housing development. The effect of this option under the housing SA objective (8) is therefore uncertain.
- The declassification of land and buildings allocated for employment would free up additional land for new housing development, helping to ensure that housing requirements are met.
- Protecting land and buildings allocated for employment use may result in greater use of greenfield land for housing development and therefore scores negatively in relation to the land use SA objective (11). Conversely, the declassification of land and buildings allocated for employment use would free up additional land for housing, helping to prevent the development of greenfield land both in and on the edge of the urban areas.
- The protection of land and buildings for employment use contributes positively towards the employment SA objective (18). The effect of declassifying land and buildings upon the employment and economy SA objectives (18 & 19) is uncertain, as it may limit the number of employment sites in



sustainable locations, with knock-on effects upon the local economy. However, studies indicate that there is currently an oversupply of employment land.

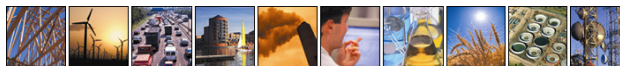
- Residents of mixed use developments comprising housing and employment would be able to access employment opportunities created as part of the mixed use development and this could help to attract further inward investment. This option therefore scored positively against the employment and economy SA objectives.

Options for the sustainability performance of dwellings:

- All new public and private housing to meet Building Regulations.
- All new public and private housing to meet a higher standard under the Code for Sustainable Homes.
- All new public and private housing to achieve the Lifetime Homes Standard.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
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- The Building Regulations set minimum requirements for energy performance, emissions and drainage and therefore scores positively in relation to the energy, climate change and air, soil and resources SA objectives (1, 3 & 4 respectively). Housing developed in accordance with the Building Regulations should also meet minimum requirements in terms of hygiene, ventilation and accessibility, and therefore scored positively against the housing SA objective (8).
- The requirement to meet a higher standard under the Code for Sustainable Homes should ensure that new housing is of a decent standard and therefore scores positively against the housing SA objective (8). The Code includes requirements relating to energy and carbon dioxide emissions, water, materials, waste, pollution, health and well being and ecology and therefore scored positively against a number of the environmental and social SA objectives. In particular, the requirement to meet the Code contributes significantly towards the climate change and air, water and soil resources SA objectives (3 & 4) due to the mandatory requirements relating to emissions and water consumption.
- The requirement to meet the Lifetime Homes Standard should ensure that housing meets the needs of everyone and help to ensure that new housing is of a decent standard, accessible and easily adaptable to meet the changing needs of current and future occupants. This option therefore scores positively in relation to the housing SA objective (8) and contributes significantly towards the social cohesion SA objective (13).
- Higher quality housing is likely to be more desirable, increasing the attractiveness of the District as a place to live and work. Notwithstanding this, the requirement to meet Code for Sustainable Homes and



the Lifetime Homes Standard may affect the economic viability of private housing development schemes.

Topic Paper 4: Economy and Jobs

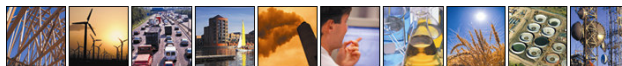
The options relating to the economy and jobs that have been subject to appraisal are as follows:

Options for ensuring there is the right amount of land allocated for employment use:

1. Base land allocations on statistical employment forecasts.
2. Base land allocations on past take up rates of employment land.
3. Base land allocations on a market led approach.
4. Base land allocations in line with the Employment Land Review.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
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- *Basing land allocations on statistical employment forecasts should ensure the provision of employment land in accordance with forecasted growth figures. Notwithstanding this, depending upon which forecasted figures are used, there is the potential for an over supply or under supply of land.*
- *Past take up rates indicate that there is an overall negative requirement for employment land, but a positive demand for office development. Basing land allocations on past take up rates of employment land may therefore result in land being allocated for office use with no additional sites allocated for other uses. If demand for other employment uses exceed past take up levels there may be an under supply of land under this option. The effect of this option upon the employment and economy SA objectives (18 & 19) is therefore uncertain.*
- *A market led approach to employment land allocations would ensure the allocation of employment land as required by the current market. However, there would be an element of uncertainty in employment land provision if sites are only brought forward as and when required by the market*
- *Basing land allocations in accordance with the employment land review would ensure the allocation of employment land taking into account existing supply, helping to ensure that there is not an oversupply of land. However, there would be an element of uncertainty in the future provision of employment land.*

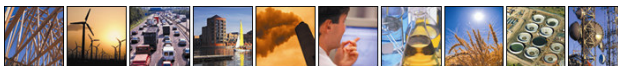


Options for allocating land for employment uses:

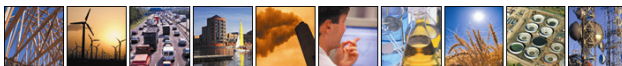
1. Concentrate development in the city and town centres.
2. Concentrate development on employment growth sites around the Bradford urban area.
3. Concentrate development on employment growth sites around the Canal Road Corridor.
4. Concentrate development in the existing areas of employment use.
5. Concentrate development in deprived areas.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | | | | | | | | |
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| 3 | 0 | 0 | + | - | + | - | - | ? | - | 0 | + | - | + | - | - | 0 | 0 | 0 | 0 | 0 | + | -- | + | -- | | | | |
| 4 | 0 | 0 | + | - | + | - | - | ? | - | 0 | + | - | + | - | ? | 0 | 0 | 0 | 0 | 0 | + | - | + | -- | | | | |
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- *Employment in the city and town centres is likely to be accessible by sustainable modes of transport, reducing the need to travel by car and helping to improve accessibility for all. This option therefore scored positively in relation to the climate change, air quality, transport and employment SA objectives.*
- *Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport, and also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment around the urban area. Given the location of the Canal Road Corridor along the strategic transport network, people may choose to travel by car to this area.*
- *Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also walking and cycling (i.e. in Bradford city centre). However, residents elsewhere in the District may have to commute by car to access employment in these areas.*
- *The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. Development in these areas is likely to be accessible from the sub regional city area by public transport and potentially also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment in these areas.*
- *There is the potential for employment development in all areas to have an effect upon water quality and flood risk. Several watercourses intersect these areas and parts lie within the floodplain.*



- *Employment development in the city and town centres, the Bradford urban area and the Canal Road Corridor would not result in the loss of any good quality agricultural land. These options therefore scored positively in relation to the soil aspect of SA objective 4. Depending upon the location of new development in Shipley and Keighley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land to the north of the River Aire.*
- *The effect of employment development in the city and town centres upon SA objective 5 (biodiversity) is uncertain. There are few designated sites in these areas. However, areas may be of biodiversity value. Derelict brownfield sites, for example, can support a range of habitats and species. The remaining options scored negatively in relation to the biodiversity SA objective from a locational perspective, as there is the potential for development in these areas to have an effect upon biodiversity. There are Bradford Wildlife Areas, SEGIs and ancient woodland in the area surrounding Bradford.*
- *There is the potential for development in the city and town centres to have an effect upon local distinctiveness, character and visual amenity. The effect will depend upon the scale, nature and location of the development. It is noted that development in these areas is likely to be on brownfield land. Brownfield development presents an opportunity to enhance character (e.g. through the re-use of derelict sites).*
- *Development around the urban area would result in the loss of Green Belt, which contributes positively to landscape character and plays an important role in preventing urban sprawl. Development around the urban area could also impact upon visual amenity and sense of place. If the majority of the Green Belt is developed this could be significant, resulting in the urban area merging with adjacent settlements.*
- *There is the potential for development in all areas to have an effect upon historic assets and their settings due to the proximity of Conservation Areas, Listed Building, the Saltaire World Heritage Site and / or Scheduled Monuments, from a locational perspective the options therefore scored negatively in relation to the cultural heritage SA objective (7).*
- *Employment development in the city and town centres is likely to involve the use of PDL and there may be opportunities for the re-use of buildings. This option therefore scored positively against SA objective 11, relating to the efficient use of land. The use of greenfield land, which may be necessary if employment is allocated around the Bradford urban area, the Canal Road Corridor, existing areas of employment use and in deprived areas, scored negatively in relation to SA objective 11.*
- *Employment development in the city and town centres is likely to be accessible by a range of transport modes, helping to ensure that employment opportunities are accessible to everyone. This option therefore scored positively against SA objective 18 (employment). However, residents outside of the city and town centres, particularly those in the more rural areas, may have to commute to access employment opportunities in these areas. The location of employment development along strategic road networks may encourage access by car. Concentrating development in deprived areas may help to reduce employment deprivation in these areas and therefore contributes significantly towards SA objective 18.*
- *Allocating land for employment development would help to attract further growth and investment into the area. However, concentrating employment development in particular areas could affect the*



viability of the other towns and villages in the District. Where there is little or no existing employment, employment needs may also not be met.

Options for protecting existing employment land and building stock:

1. Protect sites and buildings in Bradford city centre and the town centres.
2. Protect sites and buildings in employment growth areas.
3. Protect sites and buildings in current and previously operational employment zones.
4. Protect sites and buildings in deprived areas.
5. Protect sites and buildings in the villages.
6. Do not protect any existing land and buildings.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
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| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | + |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | + |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? |

- All of the options that afford protection to employment sites and buildings scored positively against the employment and economy SA objectives. Protecting sites and buildings in Bradford city centre and the town centres in particular scored positively, as significant employment is focused in these areas.
- Affording protection to sites and buildings in deprived areas and in the villages also contribute significantly towards the employment SA objective, as these options should help to prevent further increases in employment deprivation in deprived areas and should help protect jobs in the villages respectively. This is considered to be significant given that employment opportunities in these areas are limited.
- The effect of affording no protection to existing land and buildings upon the employment and economy SA objectives is uncertain. It may result in the loss of businesses with associated job losses.



Options relating to the diversification of the economy:

1. Support an economy based on multiple sectors.
2. Support an economy based on niche enterprise.

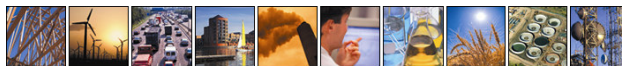
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- Supporting an economy based on multiple sectors would help to ensure the provision of a range of services and facilities and therefore scored positively against SA objective 12, relating to services and facilities provision. Conversely, supporting an economy based on a niche enterprise may not help to improve and increase services and facilities provision and therefore scored negatively.
- A multiple sector economy is likely to be able to offer a more diverse range of employment opportunities and training and skills development opportunities and therefore contributes positively towards SA objectives 17 (education) and 18 (employment).
- Employment opportunities are likely to be less diverse where the economy is focused on niche enterprises. This option therefore scored negatively in relation to the employment SA objective (18). Training and skills development opportunities may also be less diverse where the economy is focused on niche enterprises. The effect of this option was therefore scored as uncertain.
- Supporting an economy based on multiple sectors should help to attract a wide range of businesses and investors, encouraging market sector diversification and reducing dependency on specific markets and industries. This option therefore contributes significantly towards the economy SA objective (19). Supporting an economy based on niche enterprises scored both positively and negatively against the economy SA objective, as this may increase dependency on these specific markets and discourage market sector diversification. Notwithstanding this, supporting niche enterprises may help to increase the District's competitiveness in these sectors.

Topic Paper 5: Transport and Accessibility

Options contributing to the enhancement of existing accessibility to jobs, services and facilities:

1. Locate all new development attracting large numbers of people in the vicinity of public transport nodes.
2. Locate all new development attracting large numbers of people in the vicinity of existing transport routes.
3. Increase road capacity to accommodate traffic generated by new development attracting large numbers of people.
4. Increase existing public transport capacity to support new development.



5. Provide new public transport infrastructure to support new development (e.g. tram and light rail).
6. Provide new road capacity to accommodate traffic generated by new development attracting large numbers of people (i.e. new bypass).

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | + |
| 2 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | - | 0 | 0 | 0 | 0 | 0 | - | + |
| 3 | 0 | 0 | - | - | ? | 0 | ? | 0 | - | + | - | ? | - | 0 | 0 | 0 | 0 | - | + |
| 4 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | + |
| 5 | 0 | 0 | + | + | ? | ? | ? | 0 | + | ++ | ? | + | 0 | 0 | 0 | 0 | 0 | + | + |
| 6 | 0 | 0 | - | - | ? | ? | ? | 0 | - | + | - | - | - | 0 | 0 | 0 | 0 | - | + |

- Locating development close to public transport nodes, increasing transport capacity and the provision of new transport infrastructure such as tram and light would encourage public transport use, reduce the need for car travel and help to ensure accessibility for everyone. These options therefore scored positively in relation to the climate change (3), air quality (4), transport (9 & 10), and services (12) SA objective. New infrastructure such as tram and light rail in particular scored positively in relation to SA objective 10, as such infrastructure would provide a more desirable, convenient and reliable alternative.
- Conversely, locating development close to existing transport routes and providing new road capacity may encourage greater levels of car use and may not ensure accessibility to everyone. This option therefore scored negatively against SA objectives 3, 4, 9, 10 and 12. Notwithstanding this, increasing road capacity and providing new road capacity also scored positively against SA objective 10 (congestion) as these options could help to prevent / reduce congestion.
- The effect of increasing road capacity, developing new road capacity and developing new transport infrastructure upon the soils and water aspect of SA objective 4, SA objective 5 (biodiversity), SA objective 6 (landscape), SA objective 7 (historic assets) and SA objective 11 (efficient land use) is uncertain. There is the potential for these options to result in the loss of good quality agricultural land / Greenfield land, to affect water quality and flood risk (e.g. increase surface run-off and pollution incidents), to affect biodiversity (e.g. loss of habitat, severance or disturbance), to affect landscape character / visual amenity and to affect historic assets and their settings.
- All of the options are considered to contribute positively towards SA objective 19 (economy), as each would support economic activity and regeneration, and help to attract inward investment, particularly any improvements to the road capacity that would enable the more efficient transfer of freight and goods.



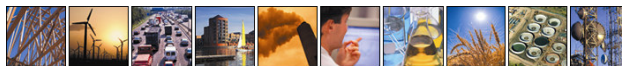
1. Require all new developments (regardless of size) to provide a travel plan.
2. Require all new developments attracting large numbers of people to provide a travel plan.
3. No new developments (regardless of size) to provide a travel plan.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|----|----|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | ++ | ++ | 0 | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ? |
| 2 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- The requirement for all new developments to provide a travel plan should help to reduce the number of car journeys made associated with the new developments, and thus contributes significantly towards the climate change (3), air quality (4), transport (9 & 10) SA objectives. Similarly, the requirement for all new developments attracting large numbers of people scored positively, as this would help to reduce car journeys associated with large developments. However, under this option travel plans are not required for smaller developments. Both options 1 and 2 scored positively against SA objective (18), as these options would help to improve accessibility to employment.
- Option 3 scored negatively against SA objective 9 relating to the transport network, as under this option travel plans are not required. Developers may therefore not pursue options for reducing car travel and increasing transport choice.
- Requiring all new developments to provide a travel plan was scored as uncertain in relation to the economy SA objective, as requiring the provision of a travel plan may be costly for smaller developments.

1. All new developments to meet existing (and new legislative) accessibility criteria.
2. All new developments to meet a higher standard of accessibility criteria for public transport, cycling, walking provision and the disabled.
3. Require all developments to incorporate improvements in accessibility for cyclists, pedestrians, the disabled and public transport.
4. Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, the disabled and public transport.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | + | 0 | 0 | 0 | 0 | + | 0 |



| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | + | 0 | 0 | 0 | 0 | + | 0 | |
| 4 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | ? | + | ? | 0 | 0 | 0 | 0 | + | ? | 0 |

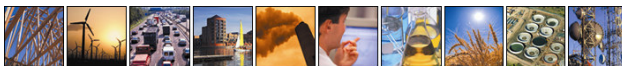
- Option 1 is not considered to have any significant effects as there will be no change from the existing situation (all new developments will be required to meet existing accessibility criteria).
- Options 2 to 4 should help to ensure access by public transport, walking and cycling, reduce the need to travel by car and increase accessibility for everyone. These options therefore scored positively against the climate change (3), air quality (4), transport (9 & 10), services / facilities (12), social cohesion (13) and employment (18) SA objectives. Notwithstanding this, there may be an element of uncertainty in negotiating improvements. Developers may only undertake the minimum required.

Options for influencing the level of car use and road congestion:

1. Protect and enhance train and bus routes.
2. Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes.
3. Protect and enhance long distance cycle and footpath networks, including green infrastructure routes.
4. Protect and enhance Public Rights of Way.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ++ | ++ | 0 | ++ | 0 | 0 | 0 | 0 | 0 | ++ | + |
| 2 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ++ | ++ | 0 | + | 0 | + | + | + | 0 | + | 0 |
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | ++ | + | + | 0 | + | 0 |
| 4 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | ++ | + | + | 0 | + | 0 |

- All of the options scored positively against the SA framework, helping to improve transport choice, accessibility and safety, health and well being and leisure and recreation opportunity, and to reduce pollution associated with car use. No negative effects were identified.
- The enhancement of train and bus routes contributes significantly towards the transport SA objectives (9 & 10) and employment SA objective (18) as this option should help to encourage public transport use, reduce the need to travel by car and improve accessibility. Similarly, the enhancement of cycle and footpath networks should help to encourage people to walk or cycle short journeys instead of using the car, which contributes significantly towards the transport SA objectives (9 & 10).



- The enhancement of long distance cycle and footpath networks and Public Rights of Way scored significantly against SA objective 14, relating to leisure and recreation, as these options would enhance opportunities for recreational walking, cycling and horse riding.

- Limit car parking provision in town centres.
- Limit car parking provision in new development.
- Support other means of demand management (e.g. Park and Ride, car clubs etc).
- No limitations on car parking.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 |
| 2 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 |
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 |
| 4 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- Limiting car parking provision in town centres and new development, and other means of demand management may help to reduce car traffic and help to improve accessibility to those without a car. These options therefore contribute positively towards the climate change (3), air quality (4), transport (9&10), services / facilities (12) and employment (18) SA objectives.
- Conversely, no limitations on car parking may encourage greater use of the car and cause / exacerbate congestion, and therefore scored negatively in relation to SA objectives 3, 4, 9 & 10. The effect of this option upon SA objective 12 is uncertain. No limitations on car parking may encourage greater use of the car, potentially reducing access by other means.

Options for improving road safety:

- Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies).
- Concentration on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)
- Require financial contributions from developers to improve safety on existing roads affected by new development.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 2 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- Making provision for car traffic may encourage greater levels of car use and thus scored negatively in relation to the climate change (3), air quality (4) and transport (9 & 10) SA objectives. Conversely, ensuring safety for cyclists and pedestrians should help to encourage more people to walk and cycle and improve access by these modes and therefore scored positively in relation to these SA objectives.
- Requiring financial contributions scored positively against SA objective 9, as it would help to ensure greater levels of safety on existing roads affected by new development.

Options for supporting economic activity and regeneration efforts:

1. Ensure a high level of accessibility to key business destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport.
2. Ensure a high level of accessibility to key business destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to the Strategic Highway Network.
3. Require financial contributions from all development to improve public transport / the Strategic Highway Network.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | ++ | ++ | 0 | + | 0 | 0 | 0 | 0 | 0 | + | + |
| 2 | 0 | 0 | - | - | ? | ? | ? | 0 | ? | - | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | + | - | ? | ? | ? | 0 | ++ | ? | ++ | - | ? | + | 0 | 0 | 0 | 0 | + |

- Improvements to public transport may help to encourage public transport use instead of using the car and improve accessibility, and therefore contributes significantly towards the transport SA objectives (9 & 10), and contributes positively towards the climate change (3), air quality (4), services / facilities (12) and employment (18) SA objectives. Conversely, improvements to the Strategic Highway Network may encourage greater levels of car use and therefore scored negatively.
- The effect of improvements to the Strategic Highway Network upon the soils and water aspect of SA objective 4, SA objective 5 (biodiversity), SA objective 6 (landscape), SA objective 7 (historic assets) and SA objective 11 (efficient land use) is uncertain. There is the potential for improvements to result in the loss of good quality agricultural land / Greenfield land, to affect water quality and flood risk (e.g. increase surface run-off and pollution incidents), to affect biodiversity (e.g. loss of habitat,



severance or disturbance), to affect landscape character / visual amenity and to affect historic assets and their settings.

- All of the options are considered to contribute positively towards SA objective 19 (economy), as each would support economic activity and regeneration, and help to attract inward investment, particularly any improvements to the Strategic Highway Network that would enable the more efficient transfer of freight and goods.

Options for supporting the sustainable movement of freight:

1. Support the movement of freight by rail.
2. Make provision for lorry parks in appropriate locations.
3. Adopt demand management measures (e.g. lorry lanes, restricted access etc).
4. Require financial contributions from employment related development to support capacity improvements for Heavy Goods Vehicles (HGVs) on the Strategic Highway Network.

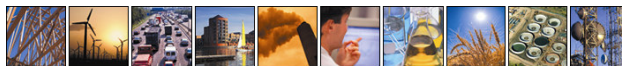
| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- The movement of freight by rail would help to reduce freight transport on the road network and thus contributes positively towards the climate change (3), air quality (4) and transport (9&10) SA objectives. Conversely, capacity improvements for HGVs on the Strategic Highway Network may encourage greater movement of freight via the road network and in turn may affect congestion levels, and therefore scored negatively in relation to these SA objectives.

Topic Paper 6: Community Facilities

Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion:

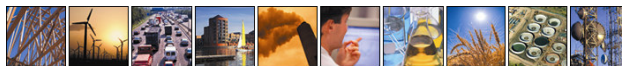
1. Locate healthcare/education facilities in the city centre/town centres (large centralised facilities).
2. Locate healthcare/education facilities in the vicinity of residential areas (very dispersed facilities).
3. Locate healthcare/education in the vicinity of the district centres (dispersed facilities).



| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|-----|-----|-----|-----|---|---|-----|-----|-----|-----|----|----|----|-----|----|----|----|
| 1 | 0 | 0 | + - | + - | ? ? | ? ? | 0 | 0 | + - | + - | + - | + - | 0 | 0 | 0 | + - | 0 | 0 | 0 |
| 2 | 0 | 0 | + | + | ? ? | ? ? | 0 | 0 | + | + | + | + | 0 | 0 | 0 | + | 0 | 0 | 0 |
| 3 | 0 | 0 | + - | + - | ? ? | ? ? | 0 | 0 | + - | + - | + - | + - | 0 | 0 | 0 | + - | 0 | 0 | 0 |

- Healthcare / education in the city and town centres may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and helping to ensure accessibility. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities. The effect of this option upon the climate change (3), air quality (4) and transport (9 & 10) SA objective is therefore uncertain..
- Similarly, healthcare / education in the vicinity of the district centres may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and helping to ensure accessibility. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.
- Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and ensuring accessibility. This option therefore scored positively in relation to SA objective 3, 4, 7 and 10.
- The effect of all of the options upon the water aspect of SA objective 4, SA objective 5 (biodiversity), SA objective 6 (landscape) and SA objective 7 (historic assets) is uncertain. There is the potential for healthcare / education development to affect water quality and flood risk (e.g. increase surface run-off and pollution incidents), to affect biodiversity (e.g. loss of habitat or disturbance), to affect landscape character / visual amenity and to affect historic assets and their settings.
- Locating healthcare / education in the vicinity of residential areas and district centres scored positively against SA objective 12 (services and facilities) and 16 (health) as such facilities may be more accessible. However, although these areas are best served by public transport and would be accessible to a large proportion of the population, such facilities may not be easily accessible to everyone, particularly those in the more rural areas. Locating facilities in the main urban areas may also not help to address deficiencies in provision elsewhere. These options therefore scored negatively in relation to these objectives.

1. Locate healthcare/education facilities in the vicinity of public transport nodes.
2. Locate healthcare/education facilities in the vicinity of existing transport routes.
3. Promote mixed used developments.



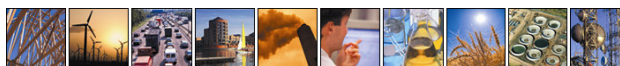
| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | + | + | 0 | 0 |
| 2 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | - | 0 | 0 | 0 | - | - | 0 | 0 |
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | 0 | 0 | + | + | 0 | + |

- Locating healthcare / education facilities in the vicinity of public transport nodes and mixed use developments should help to reduce the need to travel by car and contribute towards ensuring accessibility. These options therefore contribute positively towards the climate change (3), air quality (4), transport (9 & 10), services / facilities (12), 16 (health) and 17 (education).
- Conversely, locating healthcare / education facilities in the vicinity of existing transport routes may encourage car use and may not be accessible to those without a car. This option therefore scored negatively in relation to SA objectives 3, 4, 9, 10, 12, 16 and 17.

1. Adopt a market need approach to the allocation of healthcare/education facilities.
2. Adopt a district wide approach to the allocation of healthcare/education facilities.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | | | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | ? | 0 | 0 | 0 | + | ? | + | ? | 0 | + | ? |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | - | 0 | 0 | 0 | + | - | + | - | 0 | + | - |

- Adopting a market need approach to the allocation of healthcare / education facilities would ensure the provision of healthcare and education where there is a need, and therefore contributes positively towards the services / facilities (12), health (16), education (17) and economy (19) SA objectives.. However, there would be an element of uncertainty in healthcare / education facility provision if facilities are only brought forward as and when required by the market.
- Adopting a district wide approach to the allocation of healthcare / education facilities would ensure the provision of facilities across the District, which would contribute positively towards SA objectives 12, 16, 17 and 19. However, facilities provision may not meet local need (i.e. not enough or too many facilities may be provided in certain areas). This option therefore also scores negatively in relation to these SA objectives.

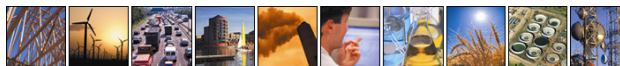


Options for ensuring that all communities have access to a high quality green space and sport and recreation facilities:

1. Protect and enhance all greenspace.
2. Enable greenspace which is surplus to requirements to be re-designated.
3. Enable greenspace which has low value and function to be re-designated.
4. Develop green networks within the urban areas linking to the open countryside.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | + | 0 | + | ++ | + | + | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | ? | - | ? | 0 | 0 | 0 | - | 0 | 0 | 0 | + | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | 0 | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | + | 0 | 0 | 0 | + |
| 4 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | + | 0 | + | ++ | 0 | + | 0 | 0 | + |

- *The protection and enhancement of all greenspace may help to protect biodiversity associated with the greenspace, which can often support a range of habitats and species. The development of green networks could potentially benefit biodiversity (e.g. creating corridors and foraging routes between different habitats). These options therefore scored positively in relation to SA objective 5.*
- *The potential effect of re-designating open space upon biodiversity is uncertain. There is the potential for the development of greenspace to have an effect, depending upon its biodiversity value. It should be noted that greenspace of low leisure and recreational value could support a range of habitats and species, particularly greenspaces that are derelict and overgrown.*
- *Many areas of greenspace contribute positively towards landscape character and sense of place, the protection and enhancement of all greenspace should therefore help to ensure that landscape character is maintained. Conversely, re-designating greenspace could result in its development and thus could have an adverse effect upon landscape character and visual amenity. Notwithstanding this, it is noted that some areas of greenspace may be degraded / unattractive. Green networks within urban areas linking to the open countryside are likely to contribute positively towards landscape character.*
- *Several areas of greenspace (e.g. such as Undercliffe Cemetery in Bradford) provide a setting for historic assets. The protection and enhancement of all greenspace should therefore contribute towards the protection and enhancement of historic assets and their settings (SA objective 7). Similarly, the development of green networks could potentially enhance the setting of historic assets. Conversely, the re-designation of greenspace could have an effect upon the setting of historic assets.*
- *The re-designation of greenspace that is surplus to requirements is likely to result in the development of this greenspace and therefore scored negatively in relation to SA objective 11. The re-designation of greenspace that is surplus to requirements is also likely to result in the development of this*



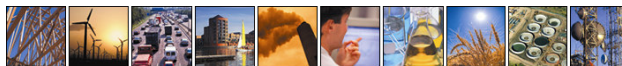
greenspace. However, it is noted that the greenspace is of low value and function as greenspace. No significant effects upon SA objective 11 are therefore anticipated.

- Greenspaces are an important leisure and recreation resource, providing space for people to socialise and are often valued community resources. The protection and enhancement of greenspace should therefore have a positive effect upon SA objectives 13 (social cohesion), 14 (leisure and recreation) and 16 (health). The re-designation of greenspace is not considered to have a significant effect upon these SA objectives, provided the greenspace is not of any community, leisure and recreational value. The development of green networks would increase greenspace provision, creating more space and opportunity for people to socialise, and therefore contributes positively.
- Greenspaces can often be a focus for crime and anti-social behaviour, particularly poorly maintained and under utilised greenspace. The enhancement and re-designation of greenspaces may therefore help to prevent / reduce crime and anti-social behaviour.
- Many areas of greenspace contribute positively towards the townscape, helping to make the area and more attractive and desirable place to live and work. The protection and enhancement of greenspace and the development of a green network should therefore contribute positively towards SA objective 19 relating to the economy. Similarly, the re-designation of land also scored positively in relation to SA objective 19, as these options would free up additional land in potentially desirable locations for development, provided proposals make a positive contribution towards local character..

1. Require all development to provide for open space, sport and recreation in line with the open space assessment etc.
2. Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc.
3. Require education and healthcare development to provide for open space, sport and recreation in line with the open space assessment etc.
4. Do not require any provision for open space, sport and recreation.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|-----|-----|-----|----|----|----|----|----|
| 1 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | ++ | + | ++ | 0 | + | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | + - | + - | + - | 0 | + | 0 | 0 | + |
| 3 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | ? | + | + | + | 0 | + | 0 | 0 | + |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | 0 | -- | 0 | 0 | 0 | 0 | ? |

- Requiring all development to provide for open space, sport and recreation contributes significantly towards SA objectives 12 (services and facilities) and 14 (leisure and recreation), and positively towards SA objective 13 (social cohesion) as this option would ensure all developments provide for sports and recreation facilities to meet need. Options 2 and 3 also contribute positively towards these



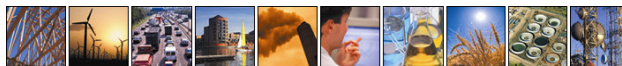
SA objectives, as it would ensure housing developments provide for sports and recreation facilities to meet need. Notwithstanding this, Option 2 also scores negatively, as developers would not be required to provide any sports and recreation facilities as part of any other type of development. Not requiring any provision for sports and recreation facilities may mean that deficiencies in provision may not be addressed. This option therefore scores negatively in relation to SA objectives 12 and 14.

- There is the potential for open spaces to be of biodiversity value (e.g. field margins can support a range of species). Depending upon the nature of the open space, this option could contribute positively towards SA objective 5 (biodiversity).
- Certain types of open spaces often contribute and enhance the character of the built environment (e.g. such as parks and gardens). Depending upon the nature of the open space, this option could contribute positively towards SA objective 11 (built environment).
- The provision of open space, sport and recreation should contribute towards making the District and more attractive and desirable place to live and work. Options 1 to 3 therefore contribute positively towards SA objective 19, relating to the economy. The effect of option 4 upon SA objective 19 is uncertain. Not requiring any provision for open space, sport and recreation may mean that deficiencies in provision may not be addressed, potentially affecting the desirability of certain areas in the District where there is a deficiency as a place to live and work.

1. Require contributions for open space, sport and recreation to be made on site.
2. Enable contributions for open space, sport and recreation to be made off site.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | + | 0 | 0 | 0 | 0 | 0 | ? |
| 2 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |

- Both options require contributions for open space, sport and recreation, helping to improve provision. The options therefore scored positively in relation to the leisure and recreation SA objective (14).
- Open space and facilities provided on site would be more accessible by walking and cycling, reducing the need to travel by car. This option therefore scored positively in relation to the climate change (3), air quality (4), transport (9&10) and services / facilities (12) SA objectives. The potential effect of providing facilities off-site upon these SA objectives is uncertain, depending upon the location of the facilities. Off site provision may not be accessible to those without a car.
- The requirement for open space, sport and recreation provision to be provided on site may affect the economic viability of certain development schemes.



Options for ensuring all sections of the community have access to retail provision:

1. Retain existing hierarchy of retail centres – Bradford city centre, 4 town centres, 7 district centres and 40 local centres.
2. Amend the retail hierarchy by re-designating local centres to higher order status.
3. Allow small scale retail provision outside of the hierarchy to meet more localised need in communities.

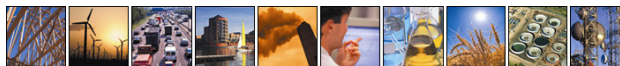
| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

- Option 1 is not considered to have any significant effects as there will be no change from the existing situation (the existing hierarchy of retail centres would be retained).
- Amending the retail hierarchy by re-designating local centres to higher order status and allowing small scale retail may improve access to retail. These options therefore scored positively in relation to SA objective 12 (services / facilities). These options may also help to reduce travel patterns by improving provision across the district, thus could have an effect upon the climate change (3), air quality (4) and transport (9&10) SA objectives.
- Re-designating local centres and allowing small scale retail provision to meet local needs would allow increased retail provision in these areas, helping to increase the vitality and viability of these areas. Options 2 and 3 therefore scored positively against the economy SA objective (19).

1. Protect existing shops in small villages and communities.
2. Do not protect existing shops in small villages and communities.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
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| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | - | 0 | 0 | 0 | 0 | 0 | 0 | - |

- Option 1 should help to ensure that existing shops in small villages and communities are retained, which contribute to the local / rural economy. This option therefore contributes significantly towards SA objectives 12 (services / facilities) and 19 (economy). Conversely, Option 2 affords no protection to



existing shops in small villages and communities, which may result in their loss, impacting negatively upon local / rural economies. Option 2 therefore scored negatively against these SA objectives.

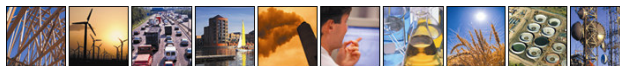
- Shops in small villages and communities are often a focus for socialising and community activity. The protection of these shops therefore contributes positively SA objective 13 (social cohesion). Conversely, affording no protection to shops in small villages and communities may result in their loss, many of which are often a focus for socialising and community activity.

Options for ensuring all sections of the community have access to local community and cultural facilities:

- Locate local community/cultural facilities in the city centre/town centres (large centralised facilities).
- Locate local community/cultural facilities in the vicinity of residential areas (dispersed facilities).

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|---|
| 1 | 0 | 0 | + | - | + | - | ? | ? | ? | 0 | + | - | + | - | + | + | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | + | + | ? | ? | ? | 0 | + | + | + | ++ | ++ | ++ | 0 | 0 | 0 | 0 | 0 | + | |

- Centralised community / cultural facilities in the city and town centres may be accessible by public transport, and also walking and cycling for a large proportion of the population, reducing the need to travel by car and helping to ensure accessibility. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities. This option therefore scored both positively and negatively in relation to the climate change (3), air quality (4) and transport (9 & 10) SA objectives.
- Dispersing community / cultural facilities throughout the District should help to reduce commuting distances to community / cultural facilities. Facilities in the vicinity of residential areas would be accessible by walking and cycling for those residents in the locality. These aspects should help to reduce the need to travel by car and ensure accessibility. This option therefore scored positively against SA objectives 3, 4, 9 and 10.
- The effect of both options upon the water aspect of SA objective 4, SA objective 5 (biodiversity), SA objective 6 (landscape) and SA objective 7 (historic assets) is uncertain. There is the potential for healthcare / education development to affect water quality and flood risk (e.g. increase surface run-off and pollution incidents), biodiversity (e.g. loss of habitat or disturbance), landscape character / visual amenity and historic assets and their settings.
- Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of events and uses, contributing positively towards SA objectives 12 (services / facilities), 13 (social cohesion) and 14 (culture, leisure and recreation). However, under this option community / cultural facilities would not be provided in the district or local centres where existing provision is poor. This option therefore also scored negatively against SA objectives 12 and 14.



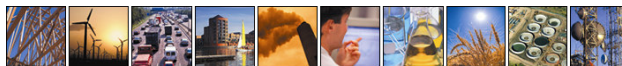
- The dispersal of community / cultural facilities across the District is considered to contribute significantly towards SA objective 12 (services / facilities), 13 (social cohesion) and 14 (culture, leisure and recreation), as this option should help to address existing deficiencies in provision and improve access to community / cultural facilities, increasing opportunities for community social events and activities.
- Both options scored positively in relation to the economy SA objective (19). Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of high profile events and uses that could attract a wide range of visitors to the area. Such facilities would contribute positively towards the leisure and tourism industry. Community / cultural facilities dispersed across the District could benefit the local rural economy through increased visitor numbers.

1. Locate local community/cultural facilities in the vicinity of public transport nodes.
2. Locate local community/cultural facilities in the vicinity of existing transport routes.
3. Promote mixed used developments.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | 0 | + | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | - | - | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | + | + | 0 | + | + | + | 0 | 0 | 0 | 0 | + |

- Locating facilities in the vicinity of public transport nodes and mixed use developments should reduce the need to travel by car and help to ensure accessibility. These options therefore scored positively in relation to the climate change (3), air quality (4), transport (9 & 10), services / facilities (12) and culture, leisure and recreation (14) SA objectives. Conversely, facilities located in the vicinity of existing transport routes may not be accessible to those without a car and could encourage car use. This option therefore scored negatively in relation to these SA objectives.
- Mixed use developments may help to encourage further economic activity and inward investment into the area. This option therefore scored positively against the economy SA objective (19).

1. Protect existing local community/cultural facilities from loss in all locations
2. Protect existing local community/cultural facilities from loss in small villages and communities.
3. Do not protect existing local community/cultural facilities.



| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ++ | + | ++ | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | - | -- | 0 | 0 | 0 | 0 | 0 | - |

- Option 1 affords protection to existing local community / cultural facilities and therefore contributes significantly towards SA objectives 12 (services / facilities provision) and 14 (culture, leisure and recreation). Similarly, Option 2 contributes positively towards these SA objectives, as it affords protection to facilities in small villages / communities. Affording no protection to existing facilities may result in their loss and therefore scored negatively in relation to these SA objectives.
- Given that community / cultural facilities are focal points for socialising and community activity, affording protection to these scored positively in relation to the social cohesion SA objective, and affording no protection scored negatively.
- Options 1 and 2 scored positively in relation to SA objective 19 (economy), as these options should help to ensure that existing local community / cultural facilities are retained, which contribute to the local economy. Conversely, affording no protection to shops in small villages and communities may result in their loss, which would impact negatively upon local / rural economies.

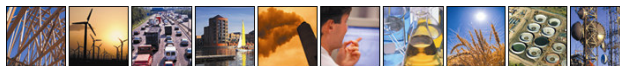
Topic Paper 7: Environment

Options for protecting water resources and quality:

1. Require all new development to incorporate water efficiency measures in accordance with BREEAM etc.
2. Do not permit development in Groundwater Source Protection Zones.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|----|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |

- Requiring all new developments to incorporate water efficiency measures should help to reduce water use. This option therefore contributes significantly towards the water aspect of SA objective 4.
- Prohibiting development in Groundwater Source Protection Zones should help to prevent water pollution, including the pollution of public water supplies. This option therefore contributes significantly towards the water aspect of SA objective 4 and positively towards SA objective 16 (health).



Options for protecting air quality:

3. Require all new development to minimise greenhouse gas emissions in accordance with The Building Research Establishment Environmental Assessment Methodology (BREEAM) etc.
4. Do not permit development which increases traffic levels within Air Quality Management Areas (AQMA).

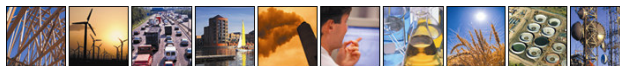
| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- Option 1 should help to reduce greenhouse gas emissions from new developments and therefore contributes significantly towards the climate change SA objective (3). Helping to reduce greenhouse gas emissions should also reduce the impact of development upon local air quality.
- Prohibiting developments that increase traffic levels within AQMAs should help to prevent local air quality impacts arising from traffic and help to ensure that congestion is not exacerbated in these areas. Option 2 therefore scored positively in relation to SA objectives 4 (air quality aspect) and 10 (congestion).

Options for protecting biodiversity resources:

1. Sites of international and national importance for nature conservation value (i.e. the South Pennine Moors SPA and SPA, the three SSSI, Ancient Woodland) and protected species (e.g. bats).
2. Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS).
3. Watercourses (river and canal corridors).
4. Overall biodiversity resource.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | 0 | 0 | + | + | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + |
| 4 | 0 | 0 | 0 | + | ++ | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + |



- All of the options afford protection to biodiversity and therefore contribute positively towards SA objective 5 (biodiversity). Option 4, in particular is considered to contribute significantly, as this option affords protection to the overall biodiversity resource.
- Affording protection to biodiversity may help to protect water resources associated with biodiversity. There are a number of designated sites and habitats that comprise water environments (e.g. Fagley Beck and Silsden Reservoir). All of the options are therefore considered to contribute positively to the water aspect of SA objective 4.
- Affording protection to biodiversity should help to ensure that landscape character and distinctiveness is maintained, particularly protection of the South Pennine Moors SAC, which is an important landscape feature due to its habitat type, covering an extensive area.
- Many of the sites of international and national importance for nature conservation value are important for tourism, leisure and recreational value and contribute to the attractiveness of the area, particularly the South Pennine Moors. Affording protection to these is therefore considered to contribute positively towards SA objectives 14 (culture, leisure and recreation) and 19 (economy).

Options for biodiversity enhancement:

1. Key habitats and species identified in the UK Biodiversity Action Plan (BAP).
2. Regional priorities for habitat restoration and creation (e.g. upland heath, floodplain habitat and woodlands).
3. Key habitats and species identified in Bradford's Local BAP and the West Yorkshire Priority List.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|----|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | + | ++ | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | + |

- All of the options seek to enhance habitats and species and therefore contribute positively towards SA objective 5 (biodiversity). Option 3 in particular is considered to contribute positively, as this option seeks to enhance Local BAP and West Yorkshire Priority List key habitats and species.
- The enhancement of habitats and species may help to protect water resources and could contribute positively towards maintaining landscape character and distinctiveness. All of the options are therefore considered to contribute positively towards the water aspect of SA objective 4 and SA objective 6 (landscape).
- A number of habitats are of tourism, leisure and recreational value and contribute to the attractiveness of the area (e.g. South Pennine Moors heathland). The enhancement of habitats is



therefore considered to contribute positively towards SA objectives 14 (culture, leisure and recreation) and 19 (economy).

Options for protecting landscape character:

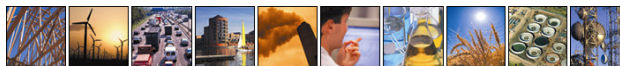
1. Protecting landscapes with strong historic and cultural associations.
2. Protecting all landscapes in accordance with the Landscape Character Assessment (LCA).
3. Protecting all landscapes with strong biodiversity links.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

- All of the options should help to ensure that landscape character is maintained and therefore contribute positively towards SA objective 6 (landscape).
- Protecting landscape character may help to protect biodiversity, through the maintenance and restoration of habitats contributing to landscape character. The effect of the options upon SA objective 5 (biodiversity) is therefore positive. Similarly, many of the landscapes in the District have cultural and historic influences and / or contribute to the setting of historic assets; protecting landscape character could therefore help to protect historic assets and their settings.
- The landscapes of the District are of tourism, leisure and recreational value and contribute to the attractiveness of the area. Protecting the landscape is therefore considered to contribute positively towards SA objective 19 (economy).

1. Enhancing landscapes with strong historic and cultural associations.
2. Enhancing derelict and despoiled urban fringe landscapes.
3. Enhancing landscapes with strong biodiversity links.
4. Enhancing landscapes in the vicinity of developments.
5. Enhancing landscapes associated with green infrastructure.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | ? | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | ? | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |



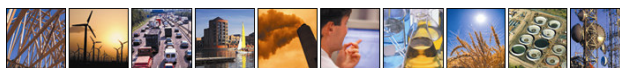
| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 3 | 0 | 0 | 0 | 0 | ? | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 4 | 0 | 0 | 0 | 0 | ? | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 5 | 0 | 0 | 0 | 0 | ? | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

- All of the options seek to enhance landscape character and therefore contribute positively towards SA objective 6 (landscape), particularly the development of derelict and despoiled sites, which detract from the existing landscape character. Similarly, many of the landscapes in the District have cultural and historic influences and / or contribute to the setting of historic assets; enhancing landscape character could therefore help to protect and enhance historic assets and their settings.
- Enhancing landscape character could have an effect upon biodiversity, depending upon the nature of any enhancements. Derelict brownfield sites can support a range of habitats and species. The enhancement of these sites could therefore result in the loss / disturbance of habitats and species. However, the enhancement of the landscape also presents opportunities to enhance biodiversity (e.g. through the creation of new habitat). The effect of the options upon SA objective 5 (biodiversity) is therefore uncertain.
- The landscapes of the District are of tourism, leisure and recreational value and contribute to the attractiveness of the area. Enhancing the landscape is therefore considered to contribute positively towards SA objective 19 (economy).

Options for protecting heritage assets:

1. Sites of international and national built heritage importance.
2. Built heritage assets that attract visitors to the district.
3. Sites of district built heritage importance based on the results of the Conservation Area Assessments / Listed Buildings at Risk Surveys.
4. Relax the rules regarding the re-use of Listed Buildings to enable re-development.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|----|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | 0 | + | ++ | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | 0 | + | ++ | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 3 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |



- All of the options afford protection to historic assets and therefore contribute positively towards SA objective 7 (historic assets and their settings). In particular options 1 and 2 are considered to contribute significantly, as these options afford protection to sites of international and national built heritage importance and built heritage assets that attract visitors to the District respectively, which would include the Saltaire World Heritage Site. Option 4 would enable greater re-use of Listed Buildings. Notwithstanding this, there would be a need to ensure the sensitive restoration and re-use of any buildings.
- Several historic assets contribute to landscape character, distinctiveness and sense of place. Historic assets also contribute to the local economy and tourism industry. The options therefore contribute positively to the landscape (6), built environment (11) economy SA objectives.

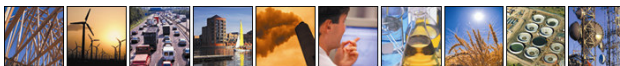
Options for achieving high standards of design for new development:

1. Promoting new development that respects and reflects its context.
2. Promoting the highest standards of innovation and design in new development (limited reference to context).

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

- Promoting new development that respects and reflects its context should help to ensure that new development does not detract from the surrounding character. This option therefore scores positively in relation to SA objectives 6 (landscape character), 7 (historic assets) and 11 (built environment).
- The effect of innovative design upon landscape character and distinctiveness, including historic assets and their settings, depends upon the design and nature of the development in relation to its surroundings. There is the potential for innovative designs to have a positive or adverse effect.
- Both options scored positively in relation to SA objective 19 (economy). Ensuring new development respects and reflects its local context should help to ensure that the desirability of the surrounding area is maintained, and innovative landmark developments can be desirable places to live and work.

1. District wide detailed design criteria that all developments must accord with.
2. Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required.



| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |
| 2 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

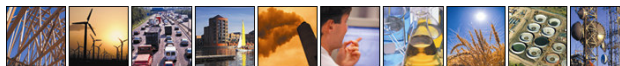
- *Outlining detailed design criteria for specific areas should help to ensure that new development in these areas is in keeping with and contributes to local distinctiveness and landscape character. This option therefore scored positively in relation to SA objectives 6 (landscape), 7 (historic assets) and 11 (built environment).*
- *The landscape character of the District varies considerably. District wide detailed design criteria may therefore not be appropriate for all areas. The effect of this option upon SA objectives 6, 7 and 11 is therefore uncertain.*
- *Both options are considered to contribute positively to the economy SA objective (19). Setting detailed design criteria that all new developments must accord should help to ensure that developments meet minimum standards for sustainable design and construction, and outlining detailed design criteria for specific areas should help to ensure that the desirability of these areas is maintained.*

Options for addressing sustainable design:

1. Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led.
2. Plan led (district wide) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure).
3. Plan led (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure).

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | ? | ? | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | 0 | 0 | + |
| 2 | + | + | + | + | + | 0 | 0 | + | + | + | ++ | 0 | 0 | 0 | + | + | 0 | 0 | + |
| 3 | + | + | + | + | + | 0 | 0 | + | + | + | + | 0 | 0 | 0 | + | + | 0 | 0 | + |

- *The effect of a market led upon the majority of the SA objectives will depend upon market influences (i.e. whether it is economically beneficial / desirable to develop energy efficient homes).*
- *A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria relating to energy efficiency, emissions, waste, water and drainage, transport, biodiversity and safety. This option therefore contributes positively towards the*



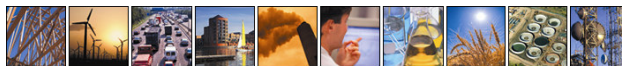
majority of the SA objectives, particularly the built environment SA objective (11), as it should ensure high standards of sustainable design.

- A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the site brief could include a requirement to provide on site renewable energy). This option therefore contributes positively towards the majority of the SA objectives. Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.
- A market led approach to the implementation of sustainable design criteria would reduce the potential for sustainable design requirements to affect the economic viability / deliverability of development schemes and therefore scored positively in relation to the economy SA objective (19). Option 2 also scored positively against this SA objective, as developments that meet high standards of sustainable design may be more desirable to people, businesses and investors and are likely to be more adaptable to meet current and future needs. Notwithstanding this, the requirement to meet specific standards of sustainable design for all new developments may affect the economic viability / deliverability of private housing development schemes.
- A plan approach to sustainable design scored positively against SA objective 19, as it presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued. A plan approach also helps to ensure that sustainable design criteria are only set where feasible, thus ensuring that the requirement to achieve sustainable design standards does not affect the economic viability / deliverability of private development schemes.

Options for renewable energy sources:

1. Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled.
2. Promote the development of renewable energy sources, enabling higher targets to be met.
3. All new developments to incorporate the provision of on-site renewable energy.
4. All new developments to contribute to the provision of off-site renewable energy.
5. Support the development of wind turbines in appropriate locations.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | |
|--------------|----|---|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|
| 1 | ++ | 0 | ++ | + | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | + | + | |
| 2 | ++ | 0 | ++ | + | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | + | + | |
| 3 | ++ | 0 | ++ | + | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | + | + | ? |
| 4 | ++ | 0 | ++ | + | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | + | + | |
| 5 | ++ | 0 | ++ | + | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | + | + | |



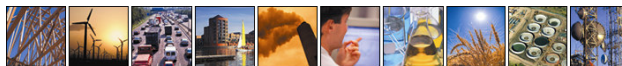
- All of the options promote renewable energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. The options therefore contribute significantly towards SA objectives 1 (energy efficiency) and 3 (climate change, and positively towards the air quality aspect of SA objective 4.
- Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon water quality and flood risk (e.g. increased surface water run-off), biodiversity (e.g. disturbance or loss of habitat), the landscape, historic assets and the built environment (e.g. local character and distinctiveness) and health and well being (e.g. noise disturbance). The effect upon SA objectives 5 to 7, 11 and 16 is therefore uncertain.
- Renewable energy developments may create short and long term employment opportunities and benefit the local economy. All of the options therefore scored positively in relation to the employment and economy SA objectives (18 & 19). There may also be cost savings associated with renewable energy.
- Notwithstanding this, there is the potential for the requirement for all new developments to incorporate on-site renewable energy to affect the economic viability of smaller private development schemes. Requiring contributions towards off-site renewable energy may help to ensure renewable energy requirements do not affect the feasibility of schemes.

Options for regeneration and flood risk:

1. Do not allow development in the floodplain.
2. Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site.
3. Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures off site.
4. Require all new developments to incorporate or contribute to flood mitigation / drainage measures.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|---|---|
| 1 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | |
| 2 | 0 | 0 | + | - | + | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | - |
| 3 | 0 | 0 | + | - | + | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | - |
| 4 | 0 | 0 | + | - | + | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | - |

- All of the options contribute positively towards the water and flood risk aspect of SA objective 4, and the climate change SA objective (3), as they seek to reduce flood risk. Option 1 in particular scored



positively, as this option does not allow development in the floodplain. Notwithstanding this, options 2 to 4 also scored negatively, as although these options require measures to address flood risk, flood risk may still be increased on site and elsewhere, particularly if flooding becomes more frequent due to climate change.

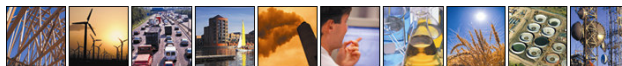
- Option 1 scored positively in relation to the economy SA objective, as prohibiting development in the floodplain would help to prevent any increase in flood risk, which can impact upon the local economy (e.g. damage to homes, businesses and infrastructure). Similarly, options 2 to 4 also scored positively as flood risk should be reduced. However, these options also scored negatively, as flood risk may still be increased on site and elsewhere.

Options for aggregates provision:

1. Restrict further extraction of primary aggregates/blockstone.
2. Permit the extraction of primary aggregates in conjunction with blockstone extraction.
3. Market led approach to the extraction of primary aggregates/blockstone.

| SA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| 1 | 0 | + | + | + | + | + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? |
| 2 | 0 | - | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | ? | 0 | ? | 0 | + | + |
| 3 | 0 | - | ? | ? | ? | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | ? | 0 | ? | 0 | ? | + |

- Restricting further extraction of primary aggregates / blockstone may help to encourage use of recycled aggregates and therefore scored positively in relation to SA objective 2 (waste). Conversely, permitting the extraction of primary aggregates and a market led approach scored negatively, as these options would ensure a supply of primary aggregates. Suppliers etc may therefore not be encouraged to recycle aggregates.
- Restricting further extraction of primary aggregates / blockstone scored positively in relation to the majority of the other SA objectives, as this option would help to limit / reduce the effect of aggregates and blockstone extraction upon the environment.
- The effect of options 2 and 3 upon the remaining environmental and health SA objectives is uncertain. There is the potential for the extraction of primary aggregates to have an effect upon air and water quality, biodiversity, landscape, heritage assets and the built environment, leisure and recreation, and upon health. Similarly, a market led approach could have an effect, depending upon market demand (i.e. whether there is demand for further extraction).
- Option 1 was scored as uncertain in relation to the employment and economy SA objectives, as restricting the extraction of blockstone may result in job losses associated with the industry and could have an effect upon the local economy due to the decline of this industry. Conversely, permitting further extraction may help to ensure that existing jobs associated with the industry are retained,



create new employment opportunities and help to sustain the aggregates industry in the District. A market led approach to the extraction of primary aggregates / blockstone is also considered to contribute positively to the economy SA objective, as this option would ensure the provision of aggregates where there is a demand. This would help to prevent over extraction / stockpiling at a cost to the local economy.

Spatial Options for Bradford District

A summary of the spatial options and the outcomes of the appraisal of the options split into environmental, social and economic effects are provided below. Figures showing the environmental aspects associated with each area are provided in Appendix A. Refer to the appraisal tables in the separate Issues and Options Appendices Report for full information on the effects.

Spatial Option 1: RSS Settlement Hierarchy Option

Spatial Option 1 relates directly to the settlement hierarchy as set out in the modified RSS. It is proposed that the housing requirement would be split as follows:

65% (32,500) of homes in the Sub Regional City (Bradford/Shipley/Baildon south of Otley Road)

30% (15,000) homes in Principal Towns (Ilkley and Keighley)

5% (2,500) homes in Local Service Centres (Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).

Under Spatial Option 1 employment development would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Spatial Option 2: Continuation of the RUDP

Spatial Option 2 is based on the existing RUDP, but with modifications based on masterplan proposals, community consultation, emerging settlement hierarchy, modified RSS and existing transport infrastructure. It is proposed that the housing requirement would be split as follows:

50% (25,000) of homes in the Sub Regional City (Bradford/Shipley/Baildon south of Otley Road)

30% (15,000) homes in Principal Towns (Ilkley, Keighley and Bingley)

20% (10,000) homes in Local Service Centres (Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).



Under Spatial Option 2 employment development would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Spatial Option 3: Focused Growth Points around the Sub Regional City

Spatial Option 3 is based on the RSS hierarchy, with development focused on growth points in and surrounding the north and east of Bradford / Shipley / lower Baildon in line with the growth point initiative being promoted by the Leeds City Region. It is proposed that the housing requirement would be split as follows:

70 % (35,000) of homes in the Sub Regional City (Bradford/Shipley/Baildon south of Otley Road)

20 % (10,000) homes in Principal Towns (Ilkley, Keighley)

10 % (5,000) homes in Local Service Centres (Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).

Under Spatial Option 3 employment development would be concentrated in existing employment zones, as identified in the RUDP, South Bradford and the growth areas around Bradford / Shipley / Lower Baildon and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Spatial Option 4: Dispersed Growth Points

Spatial Option 4 is based on the concept of sustainable dispersed growth points linked to the RSS growth point initiative, masterplans, and existing transport corridors. It is proposed that the housing requirement would be split as follows:

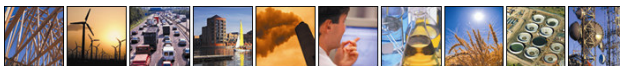
65 % (32,500) of homes in the Sub Regional City (Bradford/Shipley/Baildon south of Otley Road)

10 % (5,000) homes in Principal Towns (Ilkley, Keighley)

20 % (10,000) homes in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton).

5% (2,500) in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden).

Under Spatial Option 4 employment development would be concentrated in existing employment zones, South Bradford and the growth areas around the Sub Regional City, and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.



Environmental Effects

| SA Objective | Option 1 | | | Option 2 | | | Option 3 | | | Option 4 | | | |
|--------------|----------|-----|-----|----------|-----|-----|----------|-----|-----|----------|-----|-----|-----|
| | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LGC | LSC |
| 1 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| 2 | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 3 | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? | + ? |
| 4 | + - | + - | + - | + - | + - | + - | + - | + - | + - | + - | + - | + - | + - |
| 5 | ? - | - - | - - | ? - | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 6 | - - | - - | ? - | - - | - - | - - | - - | - - | - - | ? - | - - | ? - | ? - |
| 7 | + - | ? - | - - | + - | ? - | ? - | + - | ? - | - - | + - | ? - | - - | - - |

Key:
 SRC = Sub Regional City
 PT = Principal Towns
 LSC = Local Service Centres
 LGC = Local Growth Centres

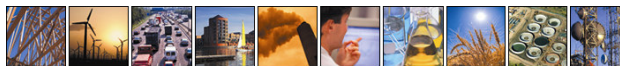
Renewable energy

It is unknown whether there is the potential for renewable energy generation in any of the areas proposed for new housing development. Further studies would need to be undertaken to determine this. The effect of the options upon the renewable energy SA objective (1) was therefore scored as uncertain. There may be limited opportunities for renewable energy generation in the Sub Regional City and Principal Towns due to their developed nature.

- Aspects to consider: locational opportunities and constraints for renewable energy generation (i.e. can the scheme be connected to the energy network, can the area support renewable energy technologies of the required scale, is there the potential for environmental or social impacts – are there any sensitive receptors such as housing, schools and designated sites nearby?)

Waste

All of the options were scored as positive in relation to the waste SA objective (2) due to the whole of the Bradford District being served by kerbside recycling. New housing across the District could therefore access existing recycling facilities and kerbside collection services. New housing development in the Sub Regional City and the Principal Towns in particular could be served by kerbside collection services of two or more recyclables and waste transportation distances may be reduced. These areas also have a range of recycling facilities. There may be fewer recycling facilities in the smaller and more rural towns and villages.



- *Aspects to consider: waste arisings, waste transportation distances (particularly where waste is managed outside of the District), waste / recycling facilities provision / the potential for facilities provision and accessibility to facilities.*

Climate change and air quality

New housing in Bradford city centre would be well located in relation to the public transport network (high frequency bus and rail), the cycle network, services / facilities and employment. These aspects reduce the need to travel by car for short journeys and help to encourage use of more sustainable modes of transport, which can help to reduce car related greenhouse gas emissions and the effect of car travel upon local air quality. Locating housing in the city centre therefore scored positively in relation to the climate change and air quality SA objectives (3 and 4). Notwithstanding this, it is noted that the Shipley Airedale Road AQMA is just outside of the city centre.

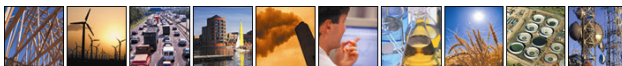
Similarly, new housing in Keighley, Shipley, Ilkley and Bingley may be able to access existing public transport services (rail and / or high frequency bus), the cycle network, services / facilities and employment. New housing in these locations therefore also scored positively. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.

Although there is the potential for new housing in local growth centres / local service centres to be able to access existing local public transport services, the cycle network, local services / facilities and employment, provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities and employment elsewhere. These areas were therefore scored as uncertain in relation to the climate change and air quality SA objectives (3 and 4). Notwithstanding this, it is noted that Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton are served by rail and / or high frequency bus, which may help to encourage public transport use.

Similarly, the land at Baildon south of Otley Road, the Canal Road Corridor, East Bradford and along the Holme Wood fringe were scored as uncertain; as there are limited services / facilities and / or employment in the locality of these areas. The A6037 may also act as a barrier to access along the Canal Road Corridor, and the railway line may act as a barrier to access to the centre of Baildon, resulting in car use.

New employment development to the south of Oakenshaw (proposed under Spatial Option 3) may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents may choose to access employment in this area by car.

- *In all areas, particularly in the Sub Regional City and the Principal Towns, and areas where there are road capacity and congestion issues, the potential effect of new development upon traffic levels and congestion would need to be taken into consideration. There is the potential for new development to exacerbate congestion, especially at peak times, which would need to be assessed. Particularly where large scale development is concentrated within an area (e.g. Spatial Options 1 and 3).*
- *Aspects to consider: the capacity of the surrounding road network and traffic flows (including pinch points and congestion hotspots, travel / commuter patterns, local air quality (including any proposed or designated AQMAs), the proximity of the public transport network and its associated services (including frequency, duration, affordability, accessibility), the proximity of key services / facilities*



and employment, opportunity for the provision of new services / facilities and employment, and accessibility by walking and cycling, including the potential for severance.

- *When determining the location of potentially polluting land uses (i.e. industrial uses with associated air quality emissions), consideration needs to be given to cumulative air quality impacts and the location of sensitive receptors.*

Water quality and flood risk

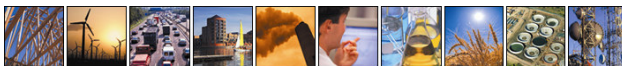
In relation to the water quality and flood risk aspect of SA objective 4, Bradford city centre, Keighley, Ilkley, Bingley, the Canal Road Corridor, land south of Otley Road, Esholt, land south of Oakenshaw and all of the Local Growth Centres / Local Service Centres (with the exception of Queensbury) scored negatively from a locational perspective due to the proximity of watercourses and the floodplain. Parts of these areas lie within Flood Zones 2 and 3, including safeguarded employment sites and / or Green Belt land in Keighley, Ilkley and land south of Otley Road. Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, East Morton, Harden, Menston, Silsden and Steeton in particular are within or in close proximity to significant areas of floodplain. The effect is likely to be greatest where large scale development is concentrated in a specific area (e.g. Spatial Option 1, which focuses 95% of new housing development in the Sub Regional City and the Principal Towns).

East Bradford, Holme Wood and Queensbury scored positively in relation to water quality and flood risk from a locational perspective as these areas are not located within the floodplain and there are no main watercourses in the proximity. Notwithstanding this, consideration should be given to the potential effect of any new development in these areas upon local water quality and flood risk elsewhere.

- *Aspects to consider: the proximity of the area to the floodplain and any defences, the flood storage value of the land, the proximity of watercourses (main watercourses, streams / becks, drains, Leeds and Liverpool Canal and standing water – lakes, reservoirs and ponds) and groundwater (aquifers, springs and groundwater source protection zones) and the potential for sustainable drainage systems. Consideration of these aspects can help to determine the potential for development to affect water quality and flood risk taking into account the location, scale and nature of the development (e.g. the effect upon surface water run-off, the potential for pollution incidents and the duration of any incidents).*

Soils

Bradford city centre, Shipley, the Canal Road Corridor, Queensbury, Thornton, East Morton, Oxenhope, Haworth, Cullingworth and Denholme scored positively in relation to the soils aspect of SA objective 4, as new development in these areas is unlikely to result in the loss of good quality agricultural land. There is limited land in agricultural use around Shipley and land is graded as Grade 4 (poor). Similarly, along the Canal Road Corridor land at Bolton Woods is classified as Grade 3 (good to moderate), but a large part of this area comprises Bolton Woods Quarry. Agricultural land surrounding the remaining towns is graded as Grade 4. The development of new housing in Local Service Centres as proposed in Spatial Option 1 scored positively, as the development of brownfield sites is proposed.



From a locational perspective, Keighley, Ilkley, Baildon south of Otley Road and East Bradford were scored as uncertain in relation to the soils aspect, as there is the potential for the development of new housing in these areas to result in the loss of Grade 3 (good to moderate) agricultural land; land to the north of the River Aire in Keighley, land adjacent to the banks of the River Wharfe in Ilkley, part of the Green Belt to the south of Otley Road and part of the Green Belt on the eastern fringe of Bradford.

Similarly, depending upon the location of new housing in Cottingley, Baildon, Menston, Burley, Addingham, Silsden, Steeton, Harden and Wilsden, there is the potential for development in these towns to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.

New development in Holme Wood, Esholt and south of Oakenshaw (as proposed in Spatial Options 3 and 4), scored negatively against the soils aspect of SA objective 4, as development in these locations may result in the loss of good quality agricultural land. All of the Green Belt to the east of Holme Wood is classified as Grade 3. Similarly, the majority of land surrounding Esholt and south of Oakenshaw is Grade 3.

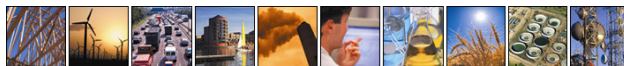
- *Aspects to consider: the quality of any agricultural land, its current use / value and its prevalence.*

Biodiversity

The effect of new development in Bradford city centre and the Canal Road Corridor upon biodiversity (SA objective 5) is uncertain. There are no designated nature conservation sites within the city centre and few are adjacent to the Canal Road Corridor. Notwithstanding this, areas may be of biodiversity value. Derelict brownfield sites, for example, can support a range of habitats and species.

There are several Bradford Wildlife Areas, SEGIs and / or ancient woodland in the area surrounding Bradford, including in and around Keighley, Shipley, Bingley, Baildon south of Otley Road, East Bradford, Holme Wood, Esholt and south of Oakenshaw. These areas therefore scored negatively from a locational perspective. Similarly, new housing in the Local Growth Centres / Local Service Centres scored negatively due to the proximity of designated nature conservation sites. Ilkley scored significantly negatively due to the close proximity of the South Pennine Moors SPA, SAC and SSSI. The effect of Spatial Option 1 in particular could be considerable, which propose to focus 30% of housing within the Principal Towns (under Spatial Option 1 the Principal Towns are Ilkley and Keighley).

Although none of the other towns and villages fall within the South Pennine Moors SPA, SAC and SSSI, there is a need to consider whether there is the potential for new development to impact upon this site. Habitats Regulations Assessment will need to be undertaken for any development that could potentially have an adverse effect upon the integrity of the South Pennine Moors SPA and SAC. East Morton and Burley in Wharfedale are within 1km. Keighley, Bingley, Menston, Haworth, Oxenhope and Addingham are within 2km. Wilsden, Denholme, Thornton, Cottingley, Cullingworth, Harden, Oakworth, Baildon, Queensbury, Steeton with Eastburn and Silsden are within 5km.



- *Aspects to consider: the proximity of the area to statutory and non statutory nature conservation sites, protected and notable habitats and species and wildlife corridors / networks and their extent and condition.*

Landscape

New housing in the city and town centres is not considered to have any significant effects upon landscape character. Brownfield development presents an opportunity to enhance character (e.g. through the re-use of derelict sites and buildings).

There is the potential for development elsewhere in the District to have an effect upon local distinctiveness, character and visual amenity. Development in Keighley, Shipley, Ilkley, Bingley, Baildon south of Otley Road, East Bradford, Holme Wood and Esholt is likely to result in the loss of greenfield land, including Green Belt, which contributes positively to landscape character and plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development of greenfield land along the urban fringe could also impact upon visual amenity and sense of place. These areas therefore scored negatively from a locational perspective in relation to landscape character (SA objective 6). If the majority of the Green Belt is developed in Shipley, Bingley, Baildon south of Otley Road and East Bradford this could be significant, resulting in the urban area merging with adjacent settlements.

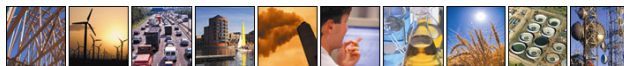
- *Aspects to consider: the extent of the Green Belt and its role in preventing urban sprawl. The landscape character and visual amenity value of the Green Belt / greenspace / open space, the presence of key vistas and viewpoints, and surrounding land uses.*

Cultural heritage

There is the potential for development in all areas to have an effect upon historic assets and their settings due to the proximity of Conservation Areas, Listed Buildings and / or Scheduled Monuments. From a locational perspective the majority of the proposed locations therefore scored negatively in relation to the cultural heritage SA objective (7). The potential for unknown archaeology also needs to be taken into consideration. In Shipley, there is the potential for new development to impact upon the Saltaire World Heritage Site. Development in the surrounding areas such as along the Airedale and Canal Road Corridors may also impact upon the site (e.g. increased traffic).

East Bradford and land south of Oakenshaw by Junction 26 of the M606 scored positively in relation to SA objective 7 from a locational perspective, as there are few known cultural historic assets within or surrounding the land east of the Bradford city urban fringe. Notwithstanding this, the potential effect of new housing in this area upon the setting of cultural historic assets and the potential for unknown archaeology should be taken into consideration.

- *Aspects to consider: the proximity of the area to cultural, historic and archaeological assets, the setting, extent and condition of these assets, and the potential for unknown archaeology.*



Social Effects

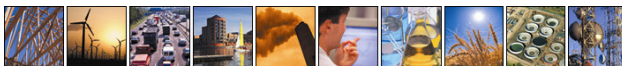
| SA Objective | Option 1 | | | Option 2 | | | Option 3 | | | Option 4 | | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|----------|------|------|------|
| | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LGC | LSC |
| 8 | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- | + -- |
| 9 | + | + | + - | + | + | + - | + | + | + - | + | + | + - | + - |
| 10 | + ? | + ? | + - | + ? | + ? | + - | + ? | + ? | + - | + | + | + - | + - |
| 11 | + -- | -- | + | + -- | -- | + - | + -- | + -- | + | + | -- | -- | + |
| 12 | + - | + ? | + - | + - | + | + - | + - | + | + - | + | + | + - | + - |
| 13 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| 14 | + - | + ? | + - | + - | + ? | + - | + - | + ? | + - | + | + | + - | + - |
| 15 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| 16 | - -- | + - | + - | + -- | + | + - | - -- | + | + - | - -- | + ? | + - | + - |

Key:
 SRC = Sub Regional City
 PT = Principal Towns
 LSC = Local Service Centres
 LGC = Local Growth Centres

Housing

All of the proposed locations scored positively in relation to the housing SA objective (8), as the provision of housing should help to meet identified need. Notwithstanding this, Spatial Options 1 to 3 focus the majority of housing in the Sub Regional City. Although this will help to address housing requirements in this area, focusing the majority of housing in the Sub Regional City will limit housing development in Local Growth Centres / Local Service Centres and Principal Towns, where housing affordability is an issue. Limiting housing development in Local Services Centres in particular may affect the viability of affordable housing provision in these areas and exacerbate affordability issues. Concentrating development in the Sub Regional City and limiting housing development in the smaller towns / villages therefore scored significantly negatively in relation to SA objective 8.

- *The suitability of the land for housing allocation needs to be carefully considered (i.e. whether the site can accommodate affordable housing that meets local needs, the potential effect of allocating the site upon affordability, and the locality of housing to key services / facilities and employment). There may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller sites in the city centre.*



Traffic and Transport

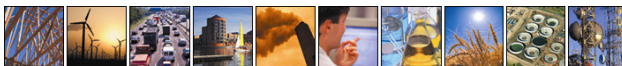
New housing in Bradford city centre scored positively in relation to SA objectives 9 and 10, as new housing in this location is likely to be well located in relation to the public transport network, services / facilities and employment, reducing the need to travel by car, encouraging use of more sustainable modes of transport and enabling access for everyone. Similarly, Keighley, Ilkley and Shipley scored positively, as new housing in these areas could access existing public transport services (rail and/or bus), the cycle network, services / facilities and employment. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.

Canal Road Corridor, Baildon south of Otley Road, East Bradford, Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton scored positively in relation to SA objective 9, as new housing in these areas could access existing public transport services (rail and / or bus) and the cycle network. Notwithstanding this, the A6037 could act a barrier to access along the Canal Road, and the railway line and road network also restrict access to the centre of Baildon from land south of Otley Road.

There is limited public transport service provision (i.e. no high frequency bus services) in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden. These locations therefore scored negatively in relation to SA objective 9.

Although there is the potential for new housing in local service centres to be able to access existing local public transport services (rail and / or bus), the cycle network, local services / facilities and employment, provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities and employment elsewhere. The local service centres were therefore scored as uncertain in relation to SA objective 10 with respect to reducing the need to travel by car. Similarly, the land at Baildon south of Otley Road, the Canal Road Corridor and East Bradford were scored as uncertain in relation to SA objective 10, as there are limited services / facilities and / or employment in the locality of these areas. Residents may therefore have to travel by car to access services / facilities and / or employment elsewhere.

- *In all areas, particularly in the Sub Regional City and the Principal Towns, and areas where there are road capacity and congestion issues, the potential effect of new development upon traffic levels and congestion would need to be taken into consideration. There is the potential for new development to exacerbate congestion, especially at peak times, which would need to be assessed. Particularly where large scale development is concentrated within an area (e.g. Spatial Options 1 and 3).*
- *Aspects to consider: the capacity of the surrounding road network and traffic flows (including pinch points and congestion hotspots, travel / commuter patterns, the proximity of the public transport network and its associated services (including frequency, duration, affordability, accessibility), the proximity of key services / facilities and employment, opportunity for the provision of new services / facilities and employment, and accessibility by walking and cycling, including the potential for severance.*



The built environment

Development in Bradford city centre is likely to involve the use of PDL and there may be opportunities for the re-use of buildings. This option therefore scored positively against SA objective 11, relating to the efficient use of land. The development of new housing in Local Service Centres as proposed in Spatial Option 1 also scored positively, as the development of brownfield sites is proposed.

The use of greenfield land, which is likely to be necessary if new housing is developed around Keighley, Ilkey, Shipley, the Canal Road Corridor, Baildon south of Otley Road, East Bradford, Esholt, Holme Wood and south Of Oakenshaw scored negatively in relation to SA objective 11.

Services / facilities

New housing in Bradford city centre is likely to be well located in relation to services / facilities, and also to the public transport network, enabling access to services / facilities in other parts of the District. This option therefore scored positively in relation to SA objective 12 (services / facilities). Similarly, new housing in Keighley, Shipley, Ilkley and Bingley may be able to access services / facilities in the local area and also access the public transport network, and therefore also scored positively in relation to these SA objectives.

Services / facilities provision is relatively limited in Canal Road Corridor, Baildon south of Otley Road, East Bradford, Esholt, Holme Wood and Local Growth Centres / Local Service Centres, particularly in the smaller towns. Several of these towns are also not served by high frequency public transport. Residents may therefore have to travel by car to access certain services / facilities elsewhere. These areas therefore scored as uncertain or negative in relation to SA objective 12.

In all locations, the effect of an increase in population on existing service provision would need to be considered (i.e. whether there is sufficient capacity to meet demand).

Culture, leisure and recreation

The Settlement Study identified deficiencies in leisure and recreation provision in Bradford city centre, the Canal Road Corridor, East Bradford, Addingham, Cottingley, Harden, Cullingworth and Menston, Baildon, Oakworth and East Morton. These locations therefore scored negatively against SA objective 14 in relation to leisure and recreation provision. There are a range of sports and recreation facilities in Keighley, Shipley, Ilkley, Bingley, Burley in Wharfedale, Denholme, Haworth, Oxenhope, Queensbury, Silsden, Steeton, Thornton and Wilsden. Locating new housing in these areas therefore scored positively against SA objective 14 in this respect.

New development in Keighley, Shipley, Ilkley and Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. parks, walking routes, playing fields etc). These aspects scored negatively in relation to SA objective 14. It is unknown whether new development in Bradford city centre, the Canal Road Corridor, Holme Wood, Esholt, and to the south of Oakenshaw would result in the loss of any leisure and recreation space. Leisure and recreation facility provision in Holme Wood, around Esholt and south of Oakenshaw



is also unknown. There may be an opportunity to provide leisure and recreation facilities as part of new development (e.g. as part of the new settlement at Esholt, proposed under Spatial Options 3 and 4).

- *In all locations, the potential loss of leisure and recreation space in this area along with the effect of an increase in population on leisure and recreation facility provision needs to be considered, particularly where large scale development is proposed.*

Health and well-being

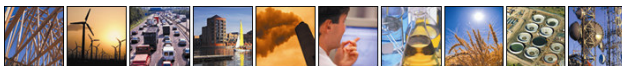
The Settlement Study identifies a lack of healthcare services in Bradford city centre, Canal Road Corridor, Baildon south of Otley Road, along the East Bradford urban fringe, Holme Wood, Esholt, East Morton, Harden, Oxenhope, Cullingworth, Denholme, Oakworth, Steeton with Eastburn, Menston, Thornton, Wilsden and poor access to healthcare in Shipley. New housing development in these areas therefore scored negatively against the health SA objective (16). There are several doctors' surgeries, dental surgeries and pharmacies in Keighley, Ilkley, Bingley, Queensbury, Addingham, Baildon, Burley in Wharfedale, Cullingworth, Haworth, Cottingley and Silsden. Notwithstanding this, with the exception of Bingley, Baildon and Queensbury, each Local Service Centre typically has one doctor's and dental surgery.

- *In all locations, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand), particularly where large scale development is proposed.*

Education and training

The Settlement Study identified deficiencies in primary and secondary education provision in Bradford city centre, the Canal Road Corridor, Esholt and Cottingley. New housing development in these areas therefore scored negatively against the education SA objective (17). Notwithstanding this, access to further education in the city centre is good. There are several schools in Keighley, Ilkley, Shipley, Bingley, Cullingworth and Queensbury. There are also one or more primary schools in East Bradford, Addingham, Baildon, Burley in Wharfedale, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Silsden, Steeton with Eastburn, Thornton and Wilsden. These locations therefore scored positively. However, it is unknown whether these schools have capacity to meet demand.

- *In all locations, the effect of an increase in population on existing education provision needs to be considered (i.e. whether there is sufficient capacity to meet demand), particularly where large scale development is proposed).*



Economic Effects

| SA Objective | Option 1 | | | Option 2 | | | Option 3 | | | Option 4 | | | |
|--------------|----------|-------|-----|----------|------|------|----------|------|------|----------|------|------|------|
| | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LSC | SRC | PT | LGC | LSC |
| | + - | + ? | + - | + - | + ? | + - | + - | + ? | + - | + - | + ? | + ? | + - |
| | ++ -- | ++ - | + - | ++ -- | ++ - | ++ - | ++ - | ++ - | ++ - | ++ - | ++ - | ++ - | ++ - |
| | + - | -- -- | + - | + - | + ? | + -- | + - | + ? | + - | + - | + - | + - | + - |

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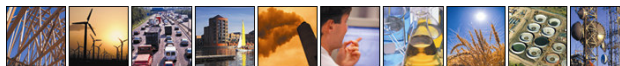
Bradford city centre is an employment hub. Focusing new housing in Bradford city centre therefore scored significantly positively towards SA objective 18 (employment), due to the concentration of employment in the city centre. Similarly, new housing in Keighley, Shipley, Ilkley and Bingley may be able to access employment in the local area and also the public transport network, and therefore also scored positively in relation to SA objective 18. Notwithstanding this, no new employment is also proposed in Ilkley. This could result in a shortage of employment opportunities in the locality for new residents in Ilkley.

New housing in the Canal Road Corridor, Baildon south of Otley Road, East Bradford and Local Growth Centres / Local Service Centres may be able to access employment and existing public transport services in the local area. Notwithstanding this, employment is relatively limited in these areas. Several of the towns are also not served by high frequency public transport. Residents may therefore have to travel by car to access employment elsewhere.

New employment development will increase employment provision in these areas. All of the Spatial Options therefore scored positively against the employment SA objectives, particularly where employment is proposed alongside new housing. However, employment development concentrated in specific areas may not be accessible to everyone and may limit employment development elsewhere. Employment deprivation in other parts of the district may therefore remain a key issue. All of the Spatial Options therefore also scored significantly negatively against the employment SA objective (18).

Economy

The development of new housing and employment may help to encourage further inward investment into the District and therefore contributes positively towards the economy SA objective (19). Notwithstanding this, employment development proposed in the Spatial Options may not be accessible to everyone, and focusing the majority of employment in specific areas (particularly as proposed in Spatial Option 1) may limit employment development elsewhere, potentially affecting the viability of Ilkley and the Local Growth Centres / Local Services



Centres, particularly those which are not in the proximity of the proposed employment areas (e.g. Addingham, Haworth and Oxenhope) and those where only enough new development to meet local need would take place.



3. Conclusion and Next Steps

This Issues and Options Report summarises the outcomes of the further appraisal of the initial options and spatial options for the Core Strategy. The findings of this appraisal will be taken into account in the development of the submission Core Strategy.

3.1 Next Steps

The remaining stages of the SA process are detailed in [Table 3.1](#). The next stage of the SA process (Stage B) involves predicting and evaluating the effects of the submission Core Strategy. The appraisal will seek to demonstrate the sustainability strengths and weaknesses of the preferred options and, based on this, will consider ways of mitigating adverse effects and maximising beneficial effects.

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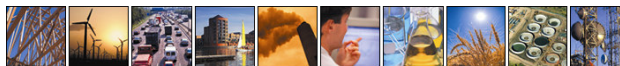
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Table 3.1 Next Steps

| Sustainability Appraisal Stages |
|--|
| Stage B: Developing and refining options and assessing effects |
| B3: Predicting the effects of the DPD |
| B4: Evaluating the effects of the DPD |
| B5: Considering ways of mitigating adverse effects and maximising beneficial effects |
| B6: Proposing measures to monitor the significant effects of implementing the DPD |
| Stage C: Preparing the SA Report |
| C1: Preparing the SA Report for the SA of the Draft DPD |
| Stage D: Consulting on the Draft DPD and the SA Report |
| D1: Public participation on the Draft DPD and the SA Report |
| D2: Appraising any significant changes to the DPD |
| D3: Making decisions and providing information |
| Stage E: Monitoring implementation of the plan |
| E1: Finalising aims and methods for monitoring |
| E2: Responding to adverse effects |



Appendix A Environmental Aspects Figures



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Creating the environment for business



Appendix A