

HAWORTH, CROSS ROADS AND STANBURY PARISH COUNCIL

HAWORTH, CROSS ROADS AND STANBURY NEIGHBOURHOOD DEVELOPMENT PLAN 2019-2030

SUSTAINABILITY ASSESSMENT

JUNE 2019

THE BENCHMARK CRITERIA

These are the definitions, with illustrative examples, of the criteria that have been used in order to assess/benchmark the impact of each policy, representing the environmental, social and economic dimensions of sustainability:-

Biodiversity – wildlife sites, habitats, features plus geological sites and features. Also strategic wildlife value, i.e. green infrastructure.

Landscape – character, views, attractiveness. Taking account of conservation areas.

Heritage – conservation areas, listed buildings, positive buildings, non-designated heritage assets, archaeological interest.

Natural Resources – covering air, water and soil quality/pollution.

Movement – traffic levels/congestion/flow, public transport, cycling, walking and accessibility to facilities.

Open Spaces – spaces available for outdoor recreation and leisure.

Community – health, education, social, cultural and indoor leisure and recreation facilities.

Housing Provision – housing levels.

Safety/Security – e.g. in relation to crime, traffic, health/safety.

Social Inclusion – inclusion/exclusion, equality/inequality. Taking account of poorer and disadvantaged members of society, e.g. older people, the very young, non-car owners.

Businesses – local businesses, business/industrial sectors more generally.

Jobs/Training – levels of and opportunities for.

THE SCORING OF IMPACTS

significant positive impact = ++

some positive benefit = +

no overall impact or not applicable = 0

some negative impact = -

significant negative effects = --

uncertain as to benefits/effects/impact = ?

POLICY – BHDD1: HAWORTH CONSERVATION AREA – DEVELOPMENT AND DESIGN		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+?	Some possible incidental positive impact in relation to open space and tree retention and enhancement, although impossible to be certain at time of assessment.
Landscape	++	Retention/enhancement of open space and trees, plus maintenance of/respect for significant views and vistas likely to have positive impact.
Heritage	++	Design and development respecting key architectural and historic features within the conservation area very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	+	Design and development retaining key open spaces within the conservation area likely to have positive open space impacts.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed/key unlisted buildings and NDHA and maybe other conservation area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed/key unlisted buildings and NDHA and maybe other conservation area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD2: STANBURY CONSERVATION AREA – DEVELOPMENT AND DESIGN		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+?	Some possible incidental positive impact in relation to open space and tree retention and enhancement, although impossible to be certain at time of assessment.
Landscape	++	Retention/enhancement of open space and trees, plus maintenance of/respect for significant views and vistas likely to have positive impact.
Heritage	++	Design and development respecting key architectural and historic features within the conservation area very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	+	Design and development retaining key open spaces within the conservation area likely to have positive open space impacts.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed/key unlisted buildings and maybe other conservation area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed/key unlisted buildings and maybe other conservation area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY BHDD3: LOCAL HERITAGE AREAS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+?	This policy defines 4 local heritage areas and by doing so represents the basis for the 4 individual local heritage area policies (BHDD 4, 5, 6 & 7), the implementation of which could lead to some biodiversity benefits, particularly in the Murgatroyd LHA. This policy also encourages sympathetic enhancement to local heritage areas which could lead to positive impacts in relation to green space, trees and hedges that would benefit wildlife, again particularly in the Murgatroyd LHA.
Landscape	+?	This policy defines 4 local heritage areas and by doing so represents the basis for the 4 individual local heritage area policies (BHDD 4, 5, 6 & 7), the implementation of which could lead to some general landscape benefits (e.g. in relation to views/vistas), but particularly in the Murgatroyd LHA. This policy also encourages sympathetic enhancement to local heritage areas which could lead to positive landscape impacts, again particularly in the Murgatroyd LHA with its green open landscape, water bodies/courses and wooded areas.
Heritage	++	This policy defines 4 local heritage areas and by doing so represents the basis for the 4 individual local heritage area policies (BHDD 4, 5, 6 & 7), the implementation of which is very likely to lead to the conservation of heritage features in the defined areas. This policy also encourages sympathetic enhancement to local heritage areas which could lead to further positive heritage impacts.
Natural Resources	0	No likely overall impact
Movement	+	This policy defines 4 local heritage areas and by doing so represents the basis for the 4 individual local heritage area policies (BHDD 4, 5, 6 & 7), the implementation of which could in some cases lead to positive movement impacts (e.g. preserving unmade roads/lanes in Haworth Coldshaw; maintaining permeability in Murgatroyd. This policy also encourages sympathetic enhancement to local heritage areas which could lead to further positive movement impacts, e.g. Murgatroyd permeability.
Open Spaces	+	This policy defines 4 local heritage areas and by doing so represents the basis for the 4 individual local heritage area policies (BHDD 4, 5, 6 & 7), the implementation of which could lead to some general open space benefits, particularly in the Murgatroyd LHA. This policy also encourages sympathetic enhancement to local heritage areas which could lead to positive open space impacts, again particularly in the Murgatroyd LHA with its green open landscape, water bodies/courses and wooded areas.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed/key unlisted buildings and NDHA and maybe other local heritage area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact
Safety/Security	0	No likely overall impact
Social Inclusion	0	No likely overall impact
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed/key unlisted buildings and NDHA and maybe other local heritage area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD4: HAWORTH BROW LOCAL HERITAGE AREA		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	+	Maintenance of/respect for significant views and vistas likely to have positive impact.
Heritage	++	Development reflecting traditional pattern of buildings/spaces, local ‘roofscapes’ and local materials, and preserving cobbled surfaces within the local heritage area very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	-?	Preservation of area’s remaining cobbled surfaces may inhibit/slow down movement in affected areas.
Open Spaces	+	Development reflecting traditional pattern of spaces within the local heritage area is likely to have some positive open space impacts.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed/key unlisted buildings and NDHA and maybe other local heritage area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	-?	Preservation of area’s remaining cobbled surfaces may have some negative impacts on pedestrian safety, particularly older people and the disabled, e.g. possible slip/trip hazard.
Social Inclusion	-?	Preservation of area’s remaining cobbled surfaces may have some negative impacts on the ability of older people, the disabled and mothers with prams to move around the affected areas.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed/key unlisted buildings and NDHA and maybe other local heritage area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD5: HAWORTH COLDSHAW LOCAL HERITAGE AREA		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	+	Maintenance of/respect for significant views and vistas likely to have positive impact.
Heritage	++	Development reflecting traditional pattern of buildings/spaces, local ‘roofscapes’ and local materials, and preserving the area’s unmade roads and lanes within the local heritage area very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	-?	Preservation of area’s unmade roads/lanes may inhibit/slow down movement in affected areas.
Open Spaces	0	No likely overall impact.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	-?	Preservation of area’s remaining unmade roads/lanes may have some negative impacts on highway safety.
Social Inclusion	-?	Preservation of area’s remaining unmade roads/lanes may have some negative impacts on the ability of older people, the disabled and mothers with prams to move around the affected areas.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD6: CROSS ROADS CENTRE LOCAL HERITAGE AREA		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	+	Maintenance of/respect for significant views and vistas likely to have positive impact.
Heritage	++	Development reflecting traditional pattern of buildings/spaces, local 'roofscapes' and local materials, and retaining surviving buildings and historical architectural building features within the local heritage area very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD7: MURGATROYD LOCAL HERITAGE AREA		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+	Development which retains water courses/channels/bodies and which retains/enhances the area's green open landscape and woodland is likely to have positive biodiversity impacts.
Landscape	+	Maintenance of/respect for significant views and vistas likely to have positive landscape impact.
Heritage	++	Development which meets the wide range of heritage provisions set out in the policy, regarding retention of features, use of materials and carrying out of specialist surveys before action, within the local heritage area is very likely to have positive heritage impacts.
Natural Resources	0	No likely overall impact.
Movement	+	Development which seeks to maintain and where appropriate enhance permeability through the area is likely to have positive movement impacts.
Open Spaces	+	Development which retains and enhances the area's green open landscape is likely to have positive open space impacts.
Community	-?	Some possible negative impact on the ability of community facilities housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to continue to/better provide facilities/services.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	-?	Some possible negative impact on the ability of businesses housed in listed buildings and NDHA and maybe other local heritage area buildings to adapt in order to maintain/improve their commercial operations.
Jobs/Training	-?	Possible negative impact on community facilities and businesses may possibly have negative effects on local jobs/training.

POLICY – BHDD8: PROTECTION AND ENHANCEMENT OF NON-DESIGNATED HERITAGE ASSETS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+/-?	Conservation and/or sympathetic enhancement of assets could have either positive or negative impacts on the biodiversity value of certain assets (e.g. Bridgehouse Mill Goit, Haworth Cemetery, Ebor Mill Mill Pond, The Pinnal (off Bingley Road), Stanbury Cemetery). Impossible to be certain either way at time of assessment.
Landscape	0	Conservation and/or sympathetic enhancement of assets could have either positive or negative impacts on the landscape value of certain assets (e.g. Haworth Cemetery, Ebor Mill Mill Pond, The Pinnal (off Bingley Road), Stanbury Cemetery). Impossible to be certain either way at time of assessment.
Heritage	++	Conservation and/or sympathetic enhancement of assets very likely to have positive impact on heritage assets.
Natural Resources	0	No likely overall impact.
Movement	+?	Conservation and/or sympathetic enhancement of assets may possibly have positive impacts on those assets associated with footpath/cycle routes (e.g. 'Oldgate' Packhorse Track, Lower Laithe Reservoir Railways, The Pinnal (off Bingley Road), Ebor Mill Mill Pond).
Open Spaces	+?	Conservation and/or sympathetic enhancement of assets may possibly have positive impacts on the use/enjoyment of open space assets such as Bridgehouse Mill Goit, Haworth Cemetery, Ebor Mill Pond, The Pinnal (off Bingley Road), Lower Laithe Reservoir, Lower Laithe Reservoir Railways, 'Oldgate' Packhorse Track and Stanbury Cemetery (several of which served by/visible from public footpaths).
Community	+/-?	Seven of the assets relate to a local community facility. Possibility of either positive or negative impacts on the community facility value of those assets. Impossible to be certain either way at time of assessment.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Conservation/enhancement of any assets in a poor state of repair (e.g. Griffe Mill, Mill Hey Primitive Methodist Chapel, Old Fire Station (rear of Mill Hey)) would contribute positively to both security and safety.
Social Inclusion	+?	Positive effects on movement could also result in social inclusion benefits (i.e. maintained/improved routes for free public use) but impossible to be certain at time of assessment.
Businesses	+/-?	The NDHA status may have implications for those assets in private ownership/linked to commercial interests, in terms of restrictions on future development and extra costs that may be incurred as a result. Conversely, owners may welcome the status conferred and the opportunity it offers to positively exploit assets for cultural/recreational/tourist benefits.
Jobs/Training	0	No likely overall impact.

POLICY – GE1: GREEN INFRASTRUCTURE		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+	The wildlife corridor function of green infrastructure should be both protected and enhanced through the policy's operation.
Landscape	+	The amenity function of green infrastructure should be both protected and enhanced through the policy's operation.
Heritage	0	While there is some heritage interest within and/or close to identified GI, there is unlikely to be any noticeable positive or negative overall impact on that interest.
Natural Resources	0	While the River Worth, Bridgehouse Beck and other minor watercourses are features of identified GI, there is unlikely to be any noticeable positive or negative overall impact on those water resources.
Movement	+	The proposed Keighley and Worth Valley Cycle Way (Policy HT7) and proposed PROW improvements highlighted elsewhere in the NDP ('community actions') represent specific proposed movement enhancements within GI, and constitute a measurable positive impact.
Open Spaces	+	The recreational corridor function of green infrastructure should be both protected and enhanced through the policy's operation.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	+	The recreational corridor function of green infrastructure should be both protected and enhanced through the policy's operation, maintaining/improving the opportunities for all to enjoy the many benefits of outdoor recreation.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY – GE2: LOCAL GREEN SPACE		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	++	Designates and so bestows effective Green Belt protection to a number of sites with local and or infrastructure/habitat network value for biodiversity, so making a positive contribution.
Landscape	++	Designates and so bestows effective Green Belt protection to a number of sites with acknowledged landscape value (e.g. within the NA's 2 conservation areas and green infrastructure), so making a positive contribution.
Heritage	++	Designates and so bestows effective Green Belt protection to a number of sites with acknowledged heritage value (e.g. within the NA's 2 conservation areas), so making a positive contribution.
Natural Resources	+	Designates and so bestows effective Green Belt protection to 3 local allotment sites, so making a positive contribution to soil conservation.
Movement	0	No likely overall impact.
Open Spaces	++	Designates and so bestows effective Green Belt protection to a number of sites with local and or infrastructure value for open space recreation, so making a positive contribution.
Community	+	There is an associative positive relationship between a number of these spaces and identified local indoor community facilities, in that the spaces enclose/include the facilities as well as having a symbiotic functional relationship with them (e.g. Haworth Cricket Pitch & Cricket Club, Land at Haworth Village Hall). As such, there is likely to be some positive overall impact regarding indoor community facilities in terms of protection.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	+	The recreational function of a number of open spaces will be protected through the policy's operation, maintaining/improving the opportunities for all freely to enjoy the many benefits of outdoor recreation.
Businesses	+/-?	The designation may have implications for some of the sites (e.g. Allotments off Main Street, Baden Street Woodland, Haworth Cricket Pitch, various church/chapel grounds) in private ownership/with commercial interests in terms of restrictions on future development. Conversely, owners may welcome the protected open space use which the designation confers.
Jobs/Training	0	No likely overall impact.

POLICY – GE3: LOCAL GREEN SPACE ENHANCEMENT		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	Enhancement could result in biodiversity benefits but impossible to be certain at time of assessment.
Landscape	0	Enhancement could result in landscape benefits but impossible to be certain at time of assessment.
Heritage	0	Enhancement could result in heritage benefits but impossible to be certain at time of assessment.
Natural Resources	0	Enhancement could result in natural resource benefits, e.g. to soil or water but impossible to be certain at time of assessment.
Movement	0	Enhancement could result in accessibility benefits but impossible to be certain at time of assessment.
Open Spaces	++	Enhancement very likely to result in open space benefits.
Community	+?	There is an associative positive relationship between a number of these spaces and identified local indoor community facilities, in that the spaces enclose/include the facilities as well as having a symbiotic functional relationship with them (e.g. Haworth Cricket Pitch and Cricket Club). As such, there may be some positive overall impact regarding indoor community facilities in terms of enhancement.
Housing Provision	0	No likely overall impact.
Safety/Security	0	Enhancement could result in safety/security benefits but impossible to be certain at time of assessment.
Social Inclusion	0	Enhancement could result in social inclusion benefits (e.g. greater access to sites for all where current access limited or prevented) but impossible to be certain at time of assessment.
Businesses	0	Enhancement could result in benefits for private owners but impossible to be certain at time of assessment. Owners unlikely to agree to enhancements that would impact negatively on their interests.
Jobs/Training	0	Enhancement could have implications for jobs/training but impossible to be certain at time of assessment.

POLICY GE4: PROVISION OF NEW OPEN SPACE		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	+?	New open space provision, of natural/semi-natural space or amenity greenspace, could result in biodiversity benefits but impossible to be certain at time of assessment.
Landscape	+?	New open space provision, of natural/semi-natural space or amenity greenspace, could result in landscape benefits but impossible to be certain at time of assessment.
Heritage	0	No likely overall impact.
Natural Resources	+?	New open space provision, of natural/semi-natural space, amenity greenspace or allotments could result in soil, water and air benefits but impossible to be certain at time of assessment.
Movement	+?	New open space provision could result in accessibility benefits, but impossible to be certain at time of assessment.
Open Spaces	++	Policy is very likely to result in open space benefits.
Community	+?	There is a possible associative positive relationship between new outdoor sports provision and indoor community facilities, in that the new space may enclose/include the facilities as well as having a symbiotic functional relationship with them. As such, there may be some positive overall impact regarding indoor community facilities in terms of new provision but impossible to be certain at time of assessment.
Housing Provision	0	No likely overall impact
Safety/Security	+?	New open space provision could result in safety/security benefits but impossible to be certain at time of assessment.
Social Inclusion	+	New open space provision likely to result in social inclusion benefits (e.g. access to open space for more people where previously limited or no access). This is particularly the case in the Myholmes area of north Haworth where amenity greenspace is evidenced as lacking.
Businesses	+?	New open space provision could have positive implications for local businesses i.e. more work, but impossible to be certain at time of assessment.
Jobs/Training	+?	New open space provision could have implications for jobs/training but impossible to be certain at time of assessment.

POLICY GE5: LAND AT SUGDEN RESERVOIR		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	++	New open space provision as proposed by the policy is very likely to result in biodiversity benefits.
Landscape	+	New open space provision as proposed by the policy is likely to result in landscape benefits.
Heritage	+?	New open space provision as proposed by the policy may result in heritage benefits, dependent on the outcome of the proposed archaeological assessment and the nature of any agreed action as a result, but impossible to be certain at time of assessment.
Natural Resources	+?	New open space provision as proposed by the policy could result in movement benefits, in terms of new footpath, bridleway and cycle paths linked into the existing PROW network.
Movement	++	New open space provision as proposed by the policy is very likely to result in biodiversity benefits.
Open Spaces	++	Policy is very likely to result in open space benefits.
Community	+	Angling provision as proposed by the policy is likely to result in some improvement to local community recreation facilities.
Housing Provision	0	No likely overall impact
Safety/Security	+?	New open space provision as proposed by the policy could result in safety/security benefits through improved facilities for all highway users, but impossible to be certain at time of assessment.
Social Inclusion	+	New open space provision likely to result in social inclusion benefits (e.g. access to open space for more people where previously limited or no access). This is particularly the case for Cross Roads.
Businesses	+?	New open space provision could have positive implications for local businesses i.e. more work, but impossible to be certain at time of assessment.
Jobs/Training	+?	New open space provision could have implications for jobs/training but impossible to be certain at time of assessment.

POLICY – CF1: PROTECTION & ENHANCEMENT OF COMMUNITY FACILITIES		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	+/-?	Loss of any facilities provided by designated heritage buildings, e.g. Cross Roads Park Toilet Blocks, Lees Primary School, Our Lady & St Joseph's RC Church, leading to change of use/changes to buildings could conceivably have either positive or negative impacts on their heritage value but it is impossible to predict these at the time of the assessment.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	++	Retention of and possible improvements to listed facilities will have a definite positive impact on community facilities.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	++	Retention of and possible improvements to listed facilities which encourage the coming together of the community (i.e. all of the listed facilities) will have a definite positive impact on inclusiveness within the community.
Businesses	-	Restrictions placed by the policy upon commercially provided facilities (i.e. public house, pharmacy) may have some negative impact on the freedom of such businesses to for example change use and/or re-develop.
Jobs/Training	0	No likely overall impact.

POLICY – CF2: PROVISION OF NEW COMMUNITY FACILITIES		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	++	Any provision of new community facilities meeting demonstrable need will have a definite positive impact on community facilities.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	++	Provision of new community facilities which encourage the coming together of the community will have a definite positive impact on inclusiveness within the community. A new library facility will improve knowledge and IT access. New young people facilities will help to increase engagement.
Businesses	+	Provision of any new commercially-run community facilities would make a positive contribution to the NA's business base.
Jobs/Training	+?	Provision of any new commercially-run community facilities could result in more jobs and/or training opportunities within the NA.

POLICY CF3: BROADBAND AND TELECOMS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	+	Policy provisions are likely to have a positive impact on the broadband service available to the community.
Housing Provision	0	No likely overall impact.
Safety/Security	0	No likely overall impact.
Social Inclusion	+	Policy provisions are likely to have a positive impact on the wider accessibility and greater quality/speed of broadband service available to the community, particularly in an area such as Stanbury which has suffered as a result of its isolated location.
Businesses	+	Policy provisions are likely to have a positive impact on the broadband service available to local businesses, particularly in an area such as Stanbury which has suffered as a result of its isolated location.
Jobs/Training	0	No likely overall impact.

POLICY H1: WORSTED ROAD, CROSS ROADS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	-?	Development of this Green Infrastructure site, if accepted, may have some negative impact on biodiversity. Retention of on-site mature trees would at least maintain this existing habitat feature. Visual enhancements in relation to the adjacent Cross Roads Centre Local Heritage Area may include soft landscaping with potential for biodiversity benefits as some form of compensation.
Landscape	-?	Development of this Green Infrastructure site, if accepted, may have some negative impact on landscape. Retention of on-site mature trees would at least maintain this existing landscape feature. Visual enhancements in relation to the adjacent Cross Roads Centre Local Heritage Area may include soft/hard landscaping with potential for landscape benefits as some form of compensation.
Heritage	0?	The site includes the Bocking Mill and Myrtle Farm and Barns NDHAs and an adjacent NDHA in Myrtle House. It also lies adjacent to the Cross Roads Centre Local Heritage Area. Development of the site, if accepted, could have some negative impact on these heritage assets. This may be compensated for by the policy requirement to preserve or enhance the setting of the local heritage area and to preserve the special interest of the on-site and adjacent NDHAs.
Natural Resources	-	Development of this site, if accepted, is likely to have negative impacts on soil and possibly on water resources. Site development would also inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements, possibly leading in turn to a negative impact on air quality in the village.
Movement	-?	Development of this site, if accepted, will inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the village centre, particularly at the Worsted Road/Halifax Road junction, and potentially on pedestrian safety. The policy's proposed installation of a pedestrian crossing on Halifax Road should mitigate the pedestrian safety impact. The proposed improvement of the existing footpath from Barcroft to Halifax Road would provide further mitigation/some compensatory movement benefit.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	+	Development of specialist accommodation and accessible homes for older people and people with disabilities would make a positive contribution to housing provision in the village – subject to acceptance of overall site development for housing.
Safety/Security	-	Development of this site, if accepted, will inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the village centre, particularly at the Worsted Road/Halifax Road junction, and potentially on motorist and pedestrian safety. The policy's proposed installation of a pedestrian crossing on Halifax Road should mitigate the pedestrian safety impact.
Social Inclusion	+	Development of specialist accommodation and accessible homes for older people and people with disabilities – subject to acceptance of overall site development for housing – within relatively easy reach of community facilities at Cross Roads Centre is likely to have some positive impact on social inclusion.
Businesses	+?	Specialist housing on this site, if overall development principle accepted, could have positive implications for local businesses i.e. more work, but impossible to be certain at time of assessment.
Jobs/Training	+?	Specialist housing on this site, if overall development principle accepted, could have implications for jobs/training but impossible to be certain at time of assessment.

POLICY H2: LEES LANE NORTH, CROSS ROADS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	Retention of mature trees along the Lees Lane boundary would maintain this existing habitat feature. No likely overall impact.
Landscape	0	Retention of mature trees along the Lees Lane boundary and stone boundary walls would maintain existing landscape features. No likely overall impact.
Heritage	0	Retention of stone boundary walls would maintain existing heritage features. No likely overall impact.
Natural Resources	-	Development of this site, if accepted, is likely to have negative impacts on soil and possibly on water resources. Site development would also inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements, possibly leading in turn to a negative impact on air quality in the village.
Movement	-	Development of this site, if accepted, will inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the village centre, particularly at any junction with Lees Lane, and potentially on pedestrian safety.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	As policy does not allocate, otherwise propose or support the principle of housing development on the site, there is no likely overall impact.
Safety/Security	-	Development of this site, if accepted, will inevitably lead to an increase in people movements within/into the village, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the village centre, particularly at any junction with Lees Lane, and potentially on motorist and pedestrian safety.
Social Inclusion	0	No likely overall impact.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY H3: BADEN STREET, HAWORTH		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	-?	Development of this Bradford Wildlife Area/Green Infrastructure site, if accepted, is likely to have a negative impact on biodiversity. Retention of trees subject to TPO would at least maintain this existing habitat feature. Other policy provisions in respect of protecting the Bradford Wildlife Area, assessing the site's ecological value and agreeing actions/mitigation measures as a result should work to provide some biodiversity compensation.
Landscape	-?	Development of this Green Infrastructure site, if accepted, may have some negative impact on landscape. Retention of trees subject to TPO would at least maintain this existing landscape feature.
Heritage	0	No likely overall impact.
Natural Resources	-	Development of this site, if accepted, is likely to have negative impacts on soil and possibly on water resources. Site development would also inevitably lead to an increase in people movements in this part of the village, including motorised vehicular movements, possibly leading in turn to a negative impact on local air quality.
Movement	-?	Development of this site, if accepted, will inevitably lead to an increase in people movements in this part of the village, including motorised vehicular movements which are likely to have some negative impacts on local traffic congestion in a neighbourhood already subject to congestion/access issues, and potentially on pedestrian safety. The policy's proposed off-road parking and vehicular site access provisions should serve to help mitigate impacts. The proposed improvement of the existing footpath between Baden Street and Lord Lane would provide further mitigation/some compensatory movement benefit.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	As policy does not allocate, otherwise propose or support the principle of housing development on the site, there is no likely overall impact.
Safety/Security	-?	Development of this site, if accepted, will inevitably lead to an increase in people movements in this part of the village, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in a neighbourhood already subject to congestion/access issues, and potentially on motorist and pedestrian safety. The policy's proposed off-road parking and vehicular site access provisions should serve to help mitigate impacts.
Social Inclusion	0	No likely overall impact.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY H4: EBOR MILLS, EBOR LANE, HAWORTH		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	-?	Development of this Green Infrastructure site may have some negative impact on biodiversity. Retention of trees subject to TPO would at least maintain this existing habitat feature. Visual enhancements in relation to the Murgatroyd Local Heritage Area within which the site falls may include soft landscaping with potential for biodiversity benefits as some form of compensation.
Landscape	-?	Development of this Green Infrastructure site may have some negative impact on landscape. Retention of trees subject to TPO would at least maintain this existing landscape feature. Visual enhancements in relation to the Murgatroyd Local Heritage Area within which the site falls may include soft/hard landscaping with potential for landscape benefits as some form of compensation.
Heritage	+?	The site includes the derelict listed Ebor Mill and adjacent listed bridge. It also falls within the Murgatroyd Local Heritage Area. Development of the site could have some negative impact on these heritage assets. This may be compensated for by the policy requirement to preserve the interest and setting of both the listed buildings and local heritage area and to carry out archaeological and architectural assessments and agree action as a result prior to on-site works. On balance, it is considered that there may be some positive overall impact.
Natural Resources	-	Development of this site may have some negative impacts on water resources which policy seeks to address. Site development would also inevitably lead to an increase in people movements in the area, including motorised vehicular movements, possibly leading in turn to a negative impact on air quality in the local area.
Movement	-?	Development of this site, will inevitably lead to an increase in people movements in the area, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the local area, particularly on Ebor Lane where the existing road configuration is already very restrictive, and potentially on pedestrian safety. The policy provision in respect of safe motorised vehicular access to the site should help to provide some mitigation. The stated policy aspiration for new footpaths, bridleways and cycle paths should also have some positive movement impacts.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	+	Development of new homes would make a positive contribution to housing provision in the village.
Safety/Security	-	Development of this site will inevitably lead to an increase in people movements in the area, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the local area, particularly on Ebor Lane where the existing road configuration is already very restrictive, and potentially on motorist and pedestrian safety. The policy provision in respect of safe motorised vehicular access to the site should help to provide some mitigation.
Social Inclusion	0	No overall likely impact.
Businesses	+	Housing on this site is likely to have positive implications for local businesses i.e. more work.
Jobs/Training	+	Housing on this site is likely to have positive implications for jobs/training.

POLICY H5: NEW HOUSING DEVELOPMENT – KEY GUIDING PRINCIPLES		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	Development is expected to avoid adverse impacts on the NA's nature conservation assets and on trees subject to TPOs and other mature trees. As such, no likely overall impact.
Landscape	0	Development is expected to avoid adverse impacts on the NA's landscape assets (including stone walls) and on trees subject to TPOs and other mature trees. As such, no likely overall impact.
Heritage	0	Development is expected to avoid adverse impacts on the NA's conservation area, local heritage area and built heritage assets. As such, no likely overall impact.
Natural Resources	+/-?	Development is likely to have at least some impact on air, water and soil resources. Without information on the sites to be developed or the nature of the development itself, it is impossible to predict whether positive or negative at time of assessment.
Movement	+?	Development is expected to be undertaken in accordance with a range of movement-related criteria which should minimise overall adverse impacts, although there are no guarantees. Development is also expected to improve existing walking/cycling/bridleway routes and provide new; provide good access to community facilities; and provide off-street car parking. This balance of possible negative and positive impacts may result in some positive overall impact.
Open Spaces	0	Development is expected to avoid adverse impacts on the NA's open space assets. As such, no likely overall impact.
Community	+?	Development is encouraged to deliver quick and easy access to local community facilities.
Housing Provision	0	Policy is not providing for new housing development. As such no likely overall impact on local housing numbers
Safety/Security	0	Development is expected to avoid adverse impacts on local road safety.
Social Inclusion	+	Speed and ease of accessibility to local public transport and community facilities and improvements to walking/cycling provision will have some positive impact on social inclusion and equality.
Businesses	++	Development is likely to have a positive impact on the housebuilding industry.
Jobs/Training	+	Development is likely to have some positive impact on jobs and training.

POLICY H6: NEW HOUSING DEVELOPMENT ON NON-ALLOCATED SITES		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	-?	Could have some negative impact on biodiversity depending on the biodiversity value of any non-allocated brownfield land in question.
Landscape	-?	Could have some negative impact on landscape depending on the landscape value of any non-allocated brownfield land in question.
Heritage	-?	Could have some negative impact on heritage depending on the heritage value of any non-allocated brownfield land in question or of buildings/the area in its setting.
Natural Resources	+/-?	Development is likely to have at least some impact on air, water and soil resources. Without information on the land to be developed, it is impossible to predict whether positive or negative at time of assessment.
Movement	0	Policy should work to balance any development impacts against highway and local public transport network capacity and to deliver adopted accessibility levels to local services. As such no likely overall impact.
Open Spaces	-?	Could have some negative impact on open spaces depending on the open space value of any non-allocated brownfield land in question for leisure/recreation.
Community	+?	Could result in new school, health, local service provision to meet need generated by new development resulting in some overall positive impact.
Housing Provision	++	Development will have a positive impact on local housing numbers.
Safety/Security	0	No likely overall impact.
Social Inclusion	+	Availability of school and patient places plus ready accessibility to local services will have some positive impact on social inclusion and equality.
Businesses	++	Development is likely to have a positive impact on the housebuilding industry.
Jobs/Training	+	Development is likely to have some positive impact on jobs and training.

POLICY H7: HOUSING DENSITY		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	++	Development will have a positive impact on on-site and overall local housing numbers.
Safety/Security	0	No likely overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	++	Development is likely to have a positive impact on the housebuilding industry.
Jobs/Training	+	Development is likely to have some positive impact on jobs and training.

POLICY H8: HOUSING MIX		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	0	No likely overall impact.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	++	Development will have a positive impact on the provision of the types of housing required by the NA community.
Safety/Security	+?	Development may possibly lead to safer, more secure accommodation for the older community, e.g. level access, single storey, warden-linked.
Social Inclusion	+	A housing mix which meets the needs of smaller households (e.g. first time buyers) and of the older community is likely to have some positive impact on social inclusion and equality.
Businesses	-?	The requirement to build smaller properties/properties that meet older people's needs may possibly impact negatively on housebuilder profitability, as it may be argued that housebuilders prefer to build more profitable 4+ bedroom dwellings.
Jobs/Training	0	No likely overall impact.

POLICY E1: HOTEL DEVELOPMENT		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	-?	Hotel development would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements, possibly leading in turn to a negative impact on air quality in the NA.
Movement	-?	Hotel development would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the NA. The policy's provisions in respect of safe highway access, avoiding increased congestion, off-road parking and avoidance of impacts where any existing local parking problems should mitigate against the negative impacts resulting in limited overall impact.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	-?	Hotel development would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the NA and therefore on highway/pedestrian safety and air quality/health. The policy's provisions in respect of safe highway access, avoiding increased congestion, off-road parking and avoidance of impacts where any existing local parking problems should mitigate against the negative impacts resulting in limited overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	+	Provision of any new business would make a positive contribution to the NA's economic base.
Jobs/Training	+	Provision of any new business is likely to result in more jobs/training opportunities in the NA.

POLICY E2: VISITOR ACCOMMODATION		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	Regard to local character and design in any development is a policy provision. No likely overall impact.
Natural Resources	-?	Development of visitor accommodation would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements, possibly leading in turn to a negative impact on air quality in the NA.
Movement	-?	Development of visitor accommodation would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the NA. The policy's provisions in respect of accessibility and sustainable transport should mitigate against the negative impacts, resulting in limited overall impact.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	-?	Development of visitor accommodation would inevitably lead to an increase in people movements within/into the NA, including motorised vehicular movements which are likely to have some negative impacts on traffic congestion in the NA and therefore on highway/pedestrian safety and air quality/health. The policy's provisions in respect of accessibility and sustainable transport should mitigate against the negative impacts, resulting in limited overall impact.
Social Inclusion	0	No likely overall impact.
Businesses	+	Provision of any new business would make a positive contribution to the NA's economic base.
Jobs/Training	+	Provision of any new business is likely to result in more jobs/training opportunities in the NA.

POLICY HT1: HAWORTH CENTRE PUBLIC PARKING		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	-?	Any additional car parking capacity could lead to an increase in motorised vehicle movements within/into the NA, possibly leading in turn to a negative impact on air quality in the NA.
Movement	0	Any additional car parking capacity could lead to an increase in motorised vehicle movements within/into the NA, which could have some negative impacts on traffic congestion in the NA. Conversely, it could make a positive contribution to accessibility and improve the highway network by taking cars off the highway and making it easier for vehicle users to access Haworth centre.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	0	Any additional car parking capacity would make a positive contribution to highway safety by removing parked cars off the highway, making both driving and road-crossing easier. This might however be balanced by an encouragement of increased vehicle movements, impacting negatively on traffic congestion and possibly highway safety as a result.
Social Inclusion	0	No likely overall impact.
Businesses	+	Any additional car parking capacity makes a positive contribution to the sustainability of Haworth centre retail and community uses making the centre attractive to residents and visitors who use a private vehicle to visit and in turn support local business.
Jobs/Training	+	Any additional car parking capacity makes a positive contribution to the sustainability of Haworth centre retail and community uses making the centre attractive to residents and visitors who use a private vehicle to visit and in turn support local business. More sustainable businesses means more secure and possibly increased job/training opportunities.

POLICY HT2: PROTECTION OF PRIVATE NON-RESIDENTIAL PARKING AREAS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	+	Policy keeps motorised vehicle parking off the streets thereby having a positive impact on local congestion levels.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Policy keeps motorised vehicle parking off the streets thereby having a positive impact on local congestion levels and on highway safety as a consequence.
Social Inclusion	+	Policy retains parking areas easily accessible to retail/community facilities and frees up on-street parking in retail areas, all to the benefit of older people, the disabled and parent/young children road users.
Businesses	+	Retention of car parking capacity makes a positive contribution to the sustainability of Haworth and Cross Roads centre retail and community uses making the centres attractive to residents and visitors who use a private vehicle to visit and in turn support local business.
Jobs/Training	+	Retention of car parking capacity makes a positive contribution to the sustainability of Haworth and Cross Roads centre retail and community uses making the centres attractive to residents and visitors who use a private vehicle to visit and in turn support local business. More sustainable businesses means more secure and possibly increased job/training opportunities.

POLICY HT3: PRIMARY SCHOOL PARKING AND DROP-OFF AREAS		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	-?	Any additional car parking capacity could lead to an increase in motorised vehicle movements within/into the NA at peak times, possibly leading in turn to a negative impact on air quality in the NA.
Movement	+?	Any additional car parking capacity could lead to an increase in motorised vehicle movements within/into the NA, which could have some negative impacts on traffic congestion in the NA at peak times. Conversely, it is very likely to make a positive contribution to school accessibility and improve the highway network around schools by taking cars off the highway (NB often inconsiderately parked) and making it easier for vehicle and pedestrian users to access Haworth, Cross Roads and Stanbury schools/centres.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+?	Any additional car parking capacity would make a positive contribution to highway safety by removing parked cars off the highway, making both driving and road-crossing easier. This might however be balanced by an encouragement of increased vehicle movements, impacting negatively on traffic congestion and possibly highway safety as a result.
Social Inclusion	0	No likely overall impact.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY HT4: CAR PARKING STANDARDS FOR NEW HOUSING DEVELOPMENT AT BADEN STREET, HAWORTH		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	0	No likely overall impact.
Movement	+	Any additional car parking capacity would make a positive contribution to the highway network by taking cars off the highway in an area with existing on-street parking/congestion issues and making it easier for vehicle users to access the site.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Any additional car parking capacity would make a positive contribution to highway safety by removing parked cars off the highway, making both driving and road-crossing easier.
Social Inclusion	0	No likely overall impact.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY HT5: IMPROVED PUBLIC TRANSPORT		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	+	Policy seeks to improve public transport provision, reducing individual car use as a result, with a possible positive impact on traffic congestion and local air quality.
Movement	+	Policy seeks to improve public transport provision, reducing individual car use as a result, with a possible positive impact on traffic congestion.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Policy seeks to improve public transport provision, reducing individual car use as a result, with a possible positive impact on local air quality/health.
Social Inclusion	+	Policy seeks to improve public transport provision impacting positively on non-car users such as older people, the disabled and young people.
Businesses	+?	By encouraging public transport, policy could impact positively on public transport providers.
Jobs/Training	+?	By encouraging public transport, policy could impact positively on jobs/training offered by public transport providers.

POLICY HT6: IMPROVED WALKING, HORSE RIDING AND CYCLING PROVISION		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	+	Policy seeks to improve public rights of way/cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on traffic congestion and local air quality.
Movement	+	Policy seeks to improve public rights of way/cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on traffic congestion.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Policy seeks to improve public rights of way/cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on local air quality/health.
Social Inclusion	+	Policy seeks to improve public rights of way/cycling provision impacting positively on non-car users such as older people, the disabled and young people and on poorer members of society.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

POLICY HT7: KEIGHLEY AND WORTH VALLEY CYCLEWAY		
BENCHMARK CRITERION	IMPACT	EXPLANATION
Biodiversity	0	No likely overall impact.
Landscape	0	No likely overall impact.
Heritage	0	No likely overall impact.
Natural Resources	+	Policy seeks to improve cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on traffic congestion and local air quality.
Movement	+	Policy seeks to improve cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on traffic congestion.
Open Spaces	0	No likely overall impact.
Community	0	No likely overall impact.
Housing Provision	0	No likely overall impact.
Safety/Security	+	Policy seeks to improve cycling provision, reducing motorised vehicle, particularly private car, use as a result, with a possible positive impact on local air quality/health.
Social Inclusion	+	Policy seeks to improve cycling provision impacting positively on non-car users such as older people, the disabled and young people and on poorer members of society.
Businesses	0	No likely overall impact.
Jobs/Training	0	No likely overall impact.

SUMMARY ANALYSIS

NEIGHBOURHOOD PLAN POLICY NUMBERS																		
BENCHMARK CRITERION	BHDD1	BHDD2	BHDD3	BHDD4	BHDD5	BHDD6	BHDD7	BHDD8	GE1	GE2	GE3	GE4	GE5	CF1	CF2	CF3		
Biodiversity	+?	+?	+?	0	0	0	+	+/-?	+	++	0	+?	++	0	0	0		
Landscape	++	++	+?	+	+	+	+	0	+	++	0	+?	+	0	0	0		
Heritage	++	++	++	++	++	++	++	++	0	++	0	0	+?	+/-?	0	0		
Natural Resources	0	0	0	0	0	0	0	0	0	+	0	+?	+?	0	0	0		
Movement	0	0	+	-?	-?	0	+	+?	+	0	0	+?	++	0	0	0		
Open Spaces	+	+	+	0	0	0	+	+?	+	++	++	++	++	0	0	0		
Community	-?	-?	-?	-?	-?	-?	-?	+/-?	0	+	+?	+?	+	++	++	+		
Housing Provision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Safety /Security	0	0	0	-?	-?	0	0	+	0	0	0	+?	+?	0	0	0		
Social Inclusion	0	0	0	-?	-?	0	0	+?	+	+	0	+	+	++	++	+		
Businesses	-?	-?	-?	-?	-?	-?	-?	+/-?	0	+/-?	0	+?	+?	-	+	+		
Jobs/Training	-?	-?	-?	-?	-?	-?	-?	0	0	0	0	+?	+?	0	+?	0		
SUMMARY IMPACT 2	+ve																	
NEIGHBOURHOOD PLAN POLICY NUMBERS																		
BENCHMARK CRITERION	H1	H2	H3	H4	H5	H6	H7	H8	E1	E2	HT1	HT2	HT3	HT4	HT5	HT6	HT7	SUMMARY IMPACT 1
Biodiversity	-?	0	-?	-?	0	-?	0	0	0	0	0	0	0	0	0	0	0	+ve
Landscape	-?	0	-?	-?	0	-?	0	0	0	0	0	0	0	0	0	0	0	+ve
Heritage	0?	0	0	+?	0	-?	0	0	0	0	0	0	0	0	0	0	0	+ve
Natural Resources	-	-	-	-	+/-?	+/-?	0	0	-?	-?	-?	0	-?	0	+	+	+	-ve
Movement	-?	-	-?	-?	+?	0	0	0	-?	-?	0	+	+?	+	+	+	+	+ve
Open Spaces	0	0	0	0	0	-?	0	0	0	0	0	0	0	0	0	0	0	+ve
Community	0	0	0	0	+?	+?	0	0	0	0	0	0	0	0	0	0	0	+ve
Housing Provision	+	0	0	+	0	++	++	++	0	0	0	0	0	0	0	0	0	+ve
Safety /Security	-	-	-?	-	0	0	0	+?	-?	-?	0	+	+?	+	+	+	+	+ve
Social Inclusion	+	0	0	0	+	+	0	+	0	0	0	+	0	0	+	+	+	+ve
Businesses	+?	0	0	+	++	++	++	-?	+	+	+	+	0	0	+?	0	0	+ve
Jobs/Training	+?	0	0	+	+	+	+	0	+	+	+	+	0	0	+?	0	0	+ve
SUMMARY IMPACT 2	-ve	-ve	-ve	+ve														
																		+ve

Summary Impact 1 = impact/contribution of policies as a whole on/to individual sustainability benchmark criteria.

-Overall +ve

-Negatives – Natural Resources

Summary Impact 2 = Impact/contribution of individual policies on sustainability/benchmark criteria as a whole.

-Overall +ve

-Negatives – H1 (Worsted Road, Cross Roads); H2 (Lees Lane North, Cross Roads); H3 (Baden Street, Haworth)

-Weak positives (i.e. positive score of 2 or less) – GE3 (Local Green Space Enhancement); H4 (Ebor Mills, Ebor Lane, Haworth); E1 (Hotel Development); E2 (Visitor Accommodation); HT1 (Haworth Centre Public Parking); HT3 (Primary School Parking and Drop-off Areas); HT4 (Car Parking Standards for New Housing Development at Baden Street, Haworth).