



City of Bradford Metropolitan District Council

Sustainability Appraisal of the Shipley Canal Road Corridor Area Action Plan Publication Draft Report

Sustainability Appraisal Report



October 2015

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& Infrastructure UK Limited



Report for

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A	Draft Report	July 2015
B	Updated Draft	October 2015
C	Final Report	October 2015



Non-Technical Summary

Purpose of This Report

This document is the non-technical summary of the sustainability appraisal of the 'Shipley Canal Road Corridor Area Action Plan' (SCRC) (AAP) Publication Draft Report. It highlights the sustainability appraisal (SA) process and describes the key sustainability effects anticipated as a result of the different options, policies and sites outlined in the SCRC AAP Publication Draft Report. It summarises the findings of the Sustainability Appraisal Report, which will be published to accompany the SCRC AAP Publication Draft Report for public consultation.

Shipley Canal Road Corridor Area Action Plan

The City of Bradford Metropolitan District Council (herein referred to as the Council) is currently in the process of preparing a Local Plan to guide future growth and development in the District in the period up to 2030 (see www.bradford.gov.uk/planning). This will replace the existing Replacement Unitary Development Plan for Bradford (RUDP), adopted in October 2005.

The Local Plan for the Bradford District will be made up of a collection of planning documents that will guide future growth and development for housing, employment, leisure and retail for the next 10-20 years. Two Area Action Plans (AAPs) are being produced as part of the Local Plan, one of which is for the Shipley Canal Road Corridor (SCRC) and the other for Bradford City Centre (BCC). These two AAPs will build upon the long term spatial vision for the District set out in the Core Strategy and address specific issues within each plan area.

There is a significant opportunity to recognise development potential of sites along the SCRC and to strengthen the role of Shipley as an important town centre, as well as protecting and enhancing the World Heritage Site of Saltaire. Following consultation on the Issues and Options for the SCRC, the Council has now prepared the SCRC AAP Publication Draft Report.

The SCRC AAP Publication Draft Report:

- ▶ Sets out the aims and objectives for sustainable development within the Shipley Canal Road Corridor for the next 15 years until 2030;
- ▶ Set out policies for steering and shaping development in the Corridor;
- ▶ Sets out the locations for new housing and employment growth and infrastructure investment;
- ▶ Co-ordinates the policies and plans of its partner organisations', and
- ▶ Takes account of national and regional policy and the Council's aims in the 2020 Vision and The Big Plan – the Sustainable Community Strategy.

The Vision for the SCRC in the AAP is that by 2030:

'The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford city centre and Shipley. The Corridor has borne witness to the delivery of over 3100 new homes supported by new businesses, retail, leisure and community facilities.

This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.

Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and



the Leeds and Liverpool Canal. This redevelopment has improved the area as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.

The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley as a transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location, which offers opportunities for travel by a range of sustainable transport options.'

The Vision for the SCRC will be achieved through 11 strategic objectives and 29 policies contained in 6 thematic chapters:

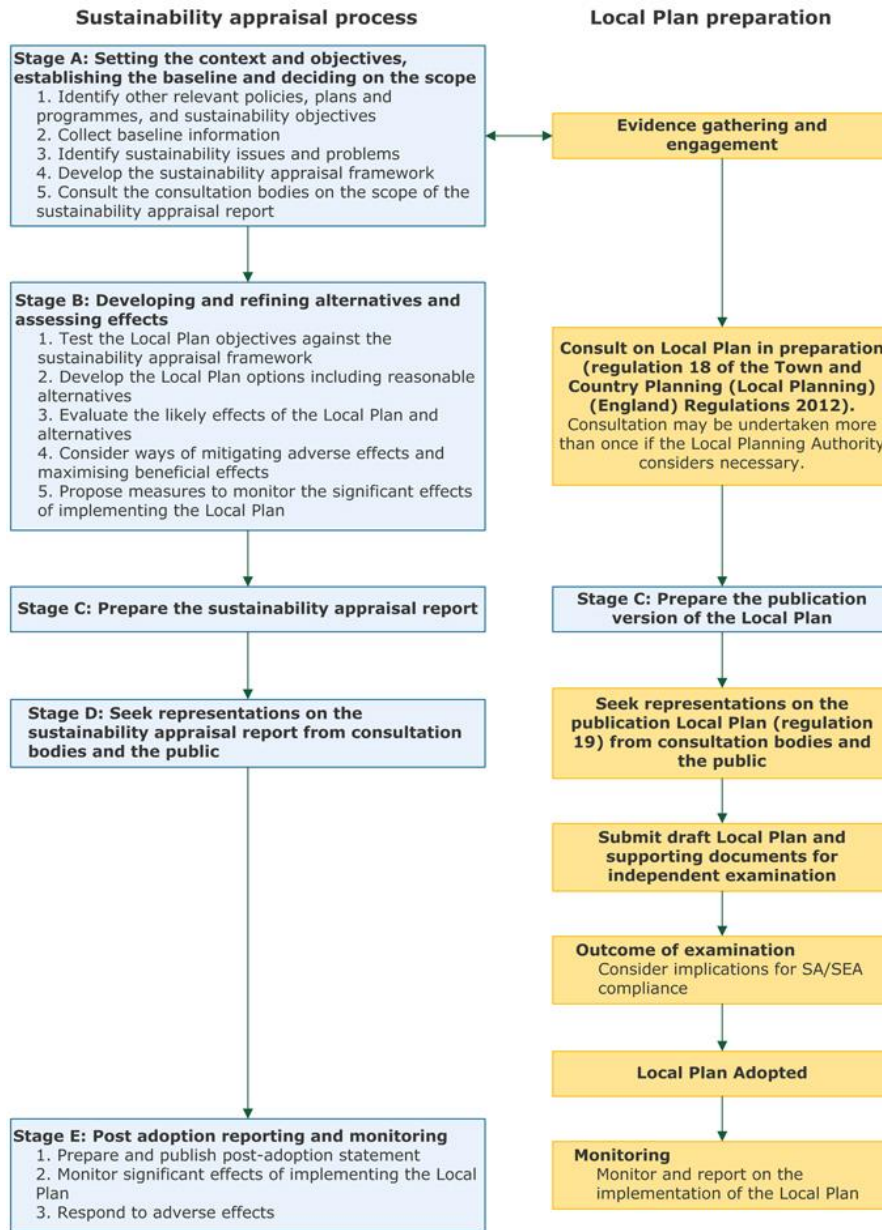
- ▶ Housing (2 policies);
- ▶ Economy (8 policies);
- ▶ Transport (8 policies);
- ▶ Conserving Energy and Resources (2 policies);
- ▶ Environment (6 policies); and
- ▶ Improving Health, Wellbeing and Quality of Life (3 policies).

In addition, the AAP also identifies 28 sites which have been assessed as part of this SA.

Sustainability Appraisal

It is important to ensure that the objectives, policies and sites contained within the SCRC AAP contribute to the aims of sustainable development. This is commonly defined as ensuring that there is a better quality of life for everyone now and in the future. To this end, the SCRC AAP Publication Draft Report has been subjected to a process called sustainability appraisal (SA), the main stages of which are highlighted in **Figure NTS 1** below. SA considers the anticipated effects of the SCRC AAP on the area's environmental, economic and social conditions. Sustainability Appraisal of Local Development Documents (including the SCRC AAP) is a requirement under Section 19(5) of the Planning and Compulsory Act 2004. In meeting this requirement, local planning authorities must also address the requirements of the European Union Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, referred to as the Strategic Environmental Assessment (SEA) Directive. This is a law that sets out to integrate environmental considerations into the development of plans and programmes.

Figure NTS 1 Stages in the SA Process



NB: for the purposes of this SA, the SCRC AAP Publication Draft Report can be considered to replace the 'Local Plan' referenced to in Figure NTS 1

Sustainability Appraisal Undertaken to Date

Bradford Council undertook an appraisal of the Issues and Options for the SCRC AAP in January 2013. Amec Foster Wheeler have now been commissioned to review and take forward the SA work undertaken to date and to carry out appraisal of the SCRC AAP through to adoption, including appraisal of the SCRC Publication Draft AAP. This work will help Bradford take forward sustainable policies for the SCRC AAP Publication Draft AAP and then onto the SCRC AAP Submission Draft.

Sustainability Appraisal Objectives

The appraisal of the Vision, Objectives and Policies of the SCRC Publication Draft AAP has been undertaken considering the likely effects in the short, medium and long term. Each element of the SCRC AAP has been scored against each of the 17 SA objectives which were developed by Council officers in September 2012. The SA objectives reflect the key sustainability issues for the SCRC derived from an

analysis of the baseline and a review of plans and programmes. They also reflect comments received by the statutory consultees during scoping on the appraisal in September 2012. **Table NTS 1** also highlights the relevance of the objectives, if any, to the environmental topics listed in the SEA Directive. The detailed objectives are provided in Section 2.2 of the main SA report.”

Table NTS1 SCRC SA Objectives

SA Objectives	SEA Topic Covered
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Population and Human Health Water, Soil and Air Climatic Factors
2. To improve the quality, range and accessibility of community services and facilities.	Population and Human Health
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Population and Human Health Water, Soil and Air Cultural Heritage and Landscape
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	Population and Human Health
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Cultural Heritage and Landscape
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Biodiversity, Flora and Fauna
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Population and Human Health, Landscape
8. To maintain and improve soil and water quality.	Biodiversity, Flora and Fauna, Human Health, Water and Soil
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Population, Human Health, Climate Change
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	Water, Soil and Air Climatic Factors
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	Water, Soil and Air Climatic Factors
12. To reduce air pollution and ensure air quality continues to improve.	Human Health and Air
13. To minimise noise pollution, especially around land use interfaces.	Human Health
14. To improve health, reduce health inequalities and promote healthy living.	Population and Human Health
15. To strengthen and sustain resilient local economy.	Population and Material Assets
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Population and Material Assets

SA Objectives	SEA Topic Covered
17. To help create and sustain safe, vibrant and cohesive communities.	Population and Material Assets

Developing and Appraising the Spatial Options

The Publication Draft Report is based upon the options for development set out in the Strategic Development Framework for the SCRC. It takes account of the spatial options identified at the Issues and Options stage and the strategic policies as set out in the Bradford District Core Strategy Publication Draft. The Publication Draft Report highlights economic growth regeneration areas in the SCRC, as well some new housing in the Shipley, as part of a new urban eco settlement and a small amount on the fringe of Bradford City Centre. This option therefore seeks to achieve a more sustainable pattern of housing provision across the SCRC. Central to the approach is the need to maximise the efficient use of land and deliver urban regeneration, based on principles for allocating, wherever possible, sites accessible to a range of services and community facilities, including quality public transport services; prioritising the allocation of sites that would assist in regeneration or environmental improvement; and ensuring that other sites allocated for development have any adverse impacts mitigated through the policies in the Publication Draft AAP.

A key element of the emerging SCRC AAP is the way in which it seeks to meet its growth requirements, whilst at the same time protecting and enhancing existing environment, social and economic conditions. The overall approach seeks to promote urban regeneration, making best use of existing services and brownfield land, whilst recognising that as part of a sequential approach, a requirement for greenfield land is necessary in order to meet the growth needs of the Corridor.

Vision, Draft Objectives and Draft Policy Appraisal Results

The Vision and Plan Objectives were tested for their compatibility with the SA objectives.

The Vision aims for a Corridor that *'has truly become an area of transformational change... born witness to the delivery of over 3,100 new homes... Shipley has enhanced its role as an important town centre... and that the redevelopment of the area has created an area worthy of its close proximity to Saltaire.'*

The Vision is anticipated to have a positive effect against many of the SA objectives including: Housing, Transport, and Access to Services, Social Cohesion, Employment, Economy and Investment.

However, the Council's Vision leaves room for uncertainties, as potential for negative as well as positive effects has been identified. This includes the conflicts that could arise between growth (economic and visitor growth) and environmental factors (such as the loss of greenfield land in particular). The effects are highly dependent on whether growth in the Corridor is achieved under consideration of economic, social and environmental sustainability.

The compatibility test identified that several of the proposed spatial objectives are compatible with at least one of the SA objectives, and in the majority of cases one or more of the spatial objectives are considered to be highly compatible with at least one of the SA objectives. The exceptions are SA objectives 5, 10 and 13, where there are some negative and uncertain impacts. There are also uncertain impacts on all of the other SA objectives, albeit in some cases uncertainty only results from one of the spatial objectives.

Spatial objective 1 has been identified as being partially incompatible with SA objectives 5, 7 and 10 as the delivery of over 3,100 new homes given that their design, setting or nature may have a detrimental impact on historical and cultural heritage, will reduce the amount of open space (notwithstanding substantial commitments to enhance the quality of the remaining green and open space) and will result in the generation of waste.

Spatial objective 2 is also partially incompatible with SA objectives 5 and 10 as the new development may have an adverse impact on heritage and will generate waste. Spatial objectives 4 and 5 are also partially incompatible with objective 5 as new development is proposed and in the case of spatial objective 5, any



new development in Shipley could be associated with adverse impacts on the Saltaire World Heritage Site. However, it is noted that objective 11 would help to mitigate any such impacts on Saltaire.

Spatial objective 9 is assessed as being partially incompatible with objectives 6 and 13 as it proposes development and upgrading of current infrastructure which is likely to negatively impact upon biodiversity and in relation to noise pollution.

Objectives 10 & 11 are partially incompatible with SA as they promote green infrastructure, healthy environments and the historic environment which may deteriorate given incompatible urban regeneration.

Policies

Table NTS 2 summarises the results of the appraisal by showing anticipated effects of the draft policies grouped by thematic topic.

SA Objective	Housing	Economy	Transport	Conserving Energy and Resources	Environment	Improved Health and Wellbeing
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	+/-	+/-	+	+	+	+
2. To improve the quality, range and accessibility of community services and facilities.	0	+	+	0	+	++
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	+	+	+	+	++	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	++	+	0	0	0	0
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	+	+	+	0	++	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	+	+	+	0	++	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	+	+	+	0	+	++
8. To maintain and improve soil and water quality.	+	+	+	+	++	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment.	0	0	0	+	+	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	-	-	-	+	0	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	+	+	+	++	++	+
12. To reduce air pollution and ensure air quality continues to improve.	0	-	+/?	+	+	0
13. To minimise noise pollution, especially around land use interfaces.	0	0	0	0	0	0

SA Objective	Housing	Economy	Transport	Conserving Energy and Resources	Environment	Improved Health and Wellbeing
14. To improve health, reduce health inequalities and promote healthy living.	+	+	+/?	+	+	++
15. To strengthen and sustain resilient local economy.	0	++	+	0	0	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	0	++	+	0	0	0
17. To help create and sustain safe, vibrant and cohesive communities.	+	+	+	+	+	+

It is anticipated that the SCRC AAP Publication Draft Policies will have positive effects on a number of the SA objectives. In particular there will be significant positive impacts in relation to the following objectives:

- ▶ To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout;
- ▶ To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home;
- ▶ To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings;
- ▶ To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks;
- ▶ To ensure resilience to the effects of climate change through mitigation and effective adaptation;
- ▶ To strengthen and sustain resilient local economy; and
- ▶ To ensure local people have access to satisfying opportunities for employment and occupation.

In the main, uncertain impacts relate to flood risk. Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). A level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken for the SCRC and the requirements of policy CC1 will help to mitigate impacts on flooding.

Negative impacts have been identified from an increase in car use from the highway improvements outlined (which has associated impacts on air quality and human health, notwithstanding overall aims to maximise use of sustainable modes of transport) and from waste generation from the significant amount of new development proposed. The implementation of policies NBE6 and CC2 will be important to reduce waste arisings however, along with adoption and promotion of construction best practice methods, will help to address the issue.

Sites

Overall the site allocations will have a number of positive impacts.

They will help to deliver the new housing to meet local needs and make housing more affordable given that 20% of housing on larger scale sites will be affordable (subject to viability).

As the urban eco-settlement is a mixed use development seeking to provide local employment opportunities in addition to a large amount of new housing, it will have positive impacts not only in respect of new housing, but also in relation to the economy of the Corridor.

The allocations will help to regenerate Shipley, which is important given the significant role that the town plays in the Corridor in providing retail and other community services. It will be important that the developments in Shipley are well designed given that they fall within the buffer zone of Saltaire World Heritage Site, though it is recognised implementation of the allocations for Shipley in line with policies NBE5 and 6 will help to avoid any adverse impacts on Saltaire.

The allocations will help to strengthen existing employment areas in the Corridor, which will be welcome, especially given that some of these areas are served by public transport and are therefore already in sustainable locations.

There will be some adverse impacts from cumulative loss of open space (notwithstanding efforts elsewhere in the plan to protect existing open space and deliver new areas of open space) and from some of the sites upon the highway network. Given the scale of housing proposed there will be significant opportunities to deliver environmental enhancements and incorporate new areas of open space, which will help to mitigate (to an extent) cumulative loss of open space.

There is significant uncertainty in relation to flooding given that a number of the site allocations are in areas at risk of flooding and that the full impacts on flooding from the allocations can only be determined at the

detailed planning application and in line with individual site flood risk assessments. However, sites located in areas at risk of flooding will be expected to include flood risk mitigation measures in line with site specific recommendations in the SFRA.

Careful consideration will need to be given to ensure that the cumulative impact of the site allocations does not have adverse impacts on flooding, though it is recognised that this can be mitigated by planning polices and site specific mitigation for example implementation of Sustainable Drainage Systems (SuDS).

Furthermore, specific enhancements for individual sites are set out within the Proposal Statements for each site allocation that demonstrate how the likely significant effects that have been identified for each site could, in some instances, not only be mitigated but could be minimised with proposals designed to make a positive contribution towards sustainable development.

Cumulatively, there will be a mixed positive and negative impact from the site allocations, and the adverse effects of development proposals can be mitigated with appropriate measures in line with planning policies. After the application of the mitigation and enhancement measures, none of the effects identified are considered to be significant.

Mitigation

Whilst the SCRC Publication Draft AAP has largely significant positive impacts against the SA objectives, there are several areas where the current draft policies could be revised and amended to produce an improved performance against the sustainability appraisal objectives (or to improve clarity) to aid implementation. These are summarised in **Table NTS3**.

Table NTS3 Suggested Mitigation Measures and Policy Wording Amendments

Policy	Suggested Mitigation
H2	Consideration should be given to including a phased requirement for infrastructure provision/improvements to ensure that new housing developments are not underserved by supporting infrastructure.
SE8	In order to maximise the value of any potential benefits of this policy consideration could be given to including a requirement in the policy that major developments need to consider impacts on waste management infrastructure, which may help to identify the need for new facilities if required.
NBE6	Reference could also be made in the policy to creating safe public environments consistent with paragraph 69 of the NPPF which requires planning policies to achieve places that provide ' <i>safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion</i> '.
CC2	Consideration should be given to ensuring that existing water infrastructure has capacity (e.g. waste water treatment works) to meet demands and whether additional infrastructure is anticipated to be place in order to ensure that new development is not under served by such infrastructure.

Further details of proposed mitigation measures can be found in the main SA report.

Compliance with National Planning Policy Framework

It should be noted as well that the SCRC AAP Publication Draft Report is in general accordance with the National Planning Policy Framework (NPPF) as it will deliver at a local level many of the aims and objectives of the NPPF, particularly in relation to the following aspects:

- ▶ Building a strong and competitive economy;
- ▶ Ensuring the vitality of town centres;
- ▶ Promoting sustainable transport;
- ▶ Delivering a wide choice of high quality homes;
- ▶ Requiring good design;

- ▶ Promoting healthy communities;
- ▶ Protecting green belt land (notwithstanding planned local green belt reviews in the plan);
- ▶ Meeting the challenge of climate change;
- ▶ Conserving and enhancing the natural and historic environments; and
- ▶ Facilitating the sustainable use of minerals.

Next Steps

The SCRC AAP Publication Draft Report will be subject to a period of public consultation (dates TBC), along with the SA Report. Once consultation responses have been received work will begin on revising the SCRC AAP for the Submission Draft version.

We would welcome your views on the SA Report for the Shipley Canal Road Corridor AAP Publication Draft Report. All comments received by the closing date will be considered and the SA will be amended as appropriate.

How to Comment

We hope you have found the information in this non-technical summary useful. To obtain a full copy of the full Sustainability Appraisal Report, containing the detailed assessment findings, please visit:

- ▶ Web: http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/shipley_action_plan_dpd; or
- ▶ E-mail: planning.policy@bradford.gov.uk.

Further information may be obtained from the Planning Policy at Bradford Council on 01274 433679. In particular, we would like to hear whether the impacts which are predicted are likely and whether there are any significant effects which have not been considered.



List of Abbreviations

AAP	Area Action Plan
ALC	Agricultural Land Classification
AQMA	Air Quality Management Area
CBMDC	City of Bradford Metropolitan District Council
DCLG	Department for Communities and Local Government
DPD	Development Plan Document
HGV	Heavy Goods Vehicle
NPPF	National Planning Policy Framework
PDL	Previously Developed Land
RIGS	Regionally Important Geological Site
RUDP	Replacement Unitary Development Plan
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCRC	Shipley Canal Road Corridor
SEA	Strategic Environmental Assessment
SEGI	Site of Ecological or Geological Importance
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems



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1. Introduction

1.1 Background

The City of Bradford Metropolitan District Council (herein referred to as the Council) is currently in the process of preparing a Local Plan to guide future growth and development in the District in the period up to 2030 (see www.bradford.gov.uk/planning). This will replace the existing Replacement Unitary Development Plan for Bradford (RUDP), adopted in October 2005.

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The SCRC seeks to provide the development framework for future growth to realise the significant development potential of sites along the SCRC and to strengthen the role of Shipley as an important town centre, as well as protecting and enhancing the World Heritage Site of Saltaire. Following consultation on the Issues and Options for the SCRC AAP, the Council has now prepared the SCRC AAP Publication Draft Report.

The *Planning and Compulsory Purchase Act 2004* requires the Council, as the local planning authority for Bradford District, to undertake Sustainability Appraisal (SA) of their Local Plan documents. It is therefore a statutory requirement that SA of the AAP 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.

In meeting this requirement, local planning authorities must also address 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 Strategic Environmental Assessment (SEA) Directive. This has been transposed into UK regulations as the *Environmental Assessment of Plans and Programmes Regulations 2004 (SI 1633)*. This is a law that sets out to integrate environmental considerations into the development of plans and programmes.

Amec Foster Wheeler Environment and Infrastructure UK Ltd (hereafter referred to as Amec Foster Wheeler) has been commissioned by the Council to undertake a SA of the SCRC AAP on their behalf, which incorporates the requirements of the SEA Directive. The SA process has cumulated in the production of this SA Report on the SCRC AAP Publication Draft Document.

1.2 Shipley and Canal Road Corridor Area

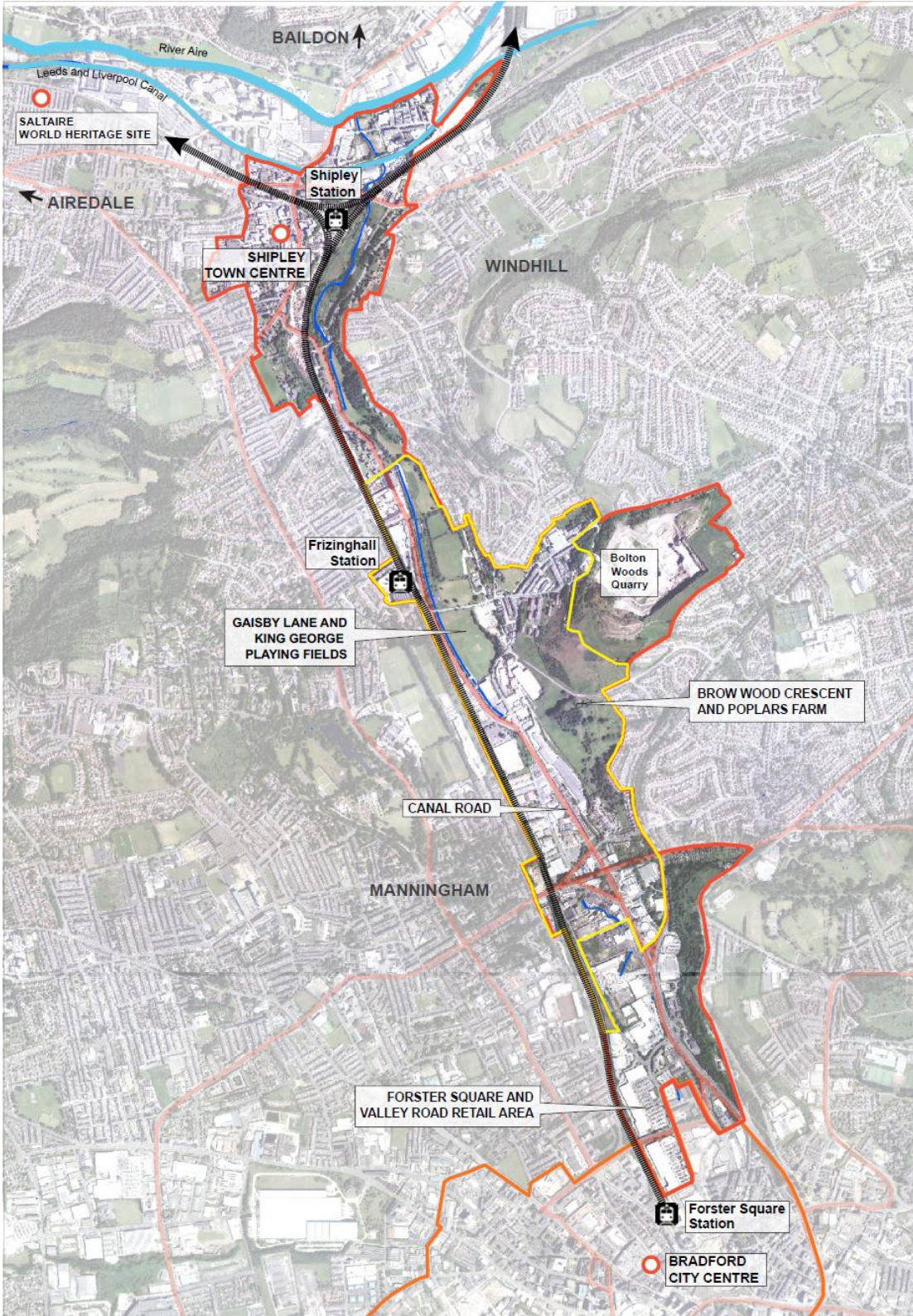
The SCRC is located within the main urban area of Bradford, stretching from the City Centre to Shipley town centre. Canal Road itself is a major strategic route within the sub-region, linking areas within the Bradford District and beyond.

The Corridor is a traditional employment corridor as well as being a key transport route northwards into and out of the city, forming a gateway into Airedale and beyond. Traditionally a mixed employment area, the Corridor developed out of its close proximity to the Bradford Canal and the railway line.

The Corridor is today characterised by a range of uses. The central area around Bolton Woods has a variety of uses including existing residential communities and areas of employment, mainly located alongside Canal Road. To the south, the area has a predominance of retail, business and commercial uses, which link to Forster Square retail area. The northern section includes Shipley town centre and business and residential areas to the east of Shipley around Dockfield Road and Crag Road.

Figure 1.1 sets out the context for the SCRC.

Figure 1.1 Shipley and Canal Road Corridor



1.3 Shipley and Canal Road Area Action Plan Publication Draft Report

The Canal Road Corridor has been identified by the Council as an area with significant regeneration potential. Plans for the comprehensive regeneration of the Corridor were identified in 2006, when the Council undertook studies into the feasibility and regeneration benefits of re-instating the Bradford Canal.

A masterplan was produced which aimed at maximising the regeneration potential of the Corridor arising from the re-instating the Bradford Canal.

In 2010, Bradford Metropolitan District Council (the Council) commissioned consultants BDP to prepare a Strategic Development Framework (SDF) to provide a sound basis for the AAP. The purpose of the commission was to test the development capacity of the Shipley and Canal Road Corridor and to produce a strategic masterplan in support of the AAP process. The SDF was subject to consultation with the Council, local community and key stakeholders.

In March 2013, a SCRC AAP Issues and Options Report was published for consultation. It included options regarding potential development within three broad areas across the SCRC (Shipley, The Centre Section and City Fringe) with opportunities informed by a range of other evidence such as the SDF and the New Bolton Woods Masterplan. Consultation concluded in May 2013. Comments were broadly supportive of the outline proposals although the likely effects on the existing road network were noted. For example, the Highways Agency highlighted the potential for 'the cumulative impact of development in Airedale, the Shipley Canal Road Corridor, Bradford City Centre and south Bradford on the volume of traffic on the Strategic Road Network'.

The 2013 AAP Issues and Options Report has now been followed by production of the SCRC AAP Publication Draft Report which sets out the Council's preferred vision, objectives, policies and site allocations to address the issues faced by the SCRC.

The SCRC AAP Publication Draft Report:

- ▶ Sets out the broad aims and objectives for sustainable development within the SCRC for the next 15-20 years until 2030;
- ▶ Set out policies for steering and shaping development in the SCRC;
- ▶ Set out specific locations for new housing and employment development;
- ▶ Co-ordinates the policies and plans of its partner organisations'; and
- ▶ Takes account of national and regional policy and the Council's aims in the 2020 Vision and The Big Plan – the Sustainable Community Strategy.

SCRC AAP Vision

The Vision for the SCRC in the draft SCRC AAP is that by 2030:

'The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford City Centre and Shipley. The Corridor has borne witness to the delivery of over 3100 new homes supported by new businesses, retail, leisure and community facilities.

This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford City Centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.

Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and the Leeds and Liverpool Canal. This redevelopment has improved the area as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other

heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.

The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley as a transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location, which offers opportunities for travel by a range of sustainable transport options.'

Strategic Objectives

The Spatial Vision for the draft SCRC AAP will be achieved through the following strategic objectives:

1. **Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy.
2. **Promote the effective use of land** by delivering at least 55% of new housing development within the AAP on previously developed land.
3. **Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living.
4. **Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor.
5. **Support the vitality and viability of Bradford city centre and Shipley town centre** as thriving places for shopping, living, leisure, tourism and business.
6. **Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal** through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
7. **Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
8. **Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.
9. **Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.
10. **Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas. Local Plan for the Bradford District Shipley and Canal Road Corridor Area Action Plan Publication Draft 21.
11. **Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

Draft Policies

There are 6 Strategic Themes in the draft SCRC AAP, which contain 29 policies within them:

- ▶ Delivering a Wide Choice of High Quality Homes in the Corridor (2 policies);
- ▶ Achieving sustainable economic growth in the Corridor (8 policies);
- ▶ Promoting sustainable transport options and connecting the Corridor (8 policies);
- ▶ Mitigating and adapting to climate change along the Corridor (2 policies);
- ▶ Protecting and enhancing the natural and built Environment of the Corridor (6 policies); and
- ▶ Promoting healthy, strong and inclusive communities living in and alongside the Corridor (3 policies).

The Spatial Choices – Where Will Development Occur?

The SCRC Publication Draft AAP sets out the amount and proposed location of development for the Corridor. Three areas for development are set out in the Publication Draft Report:

- ▶ Shipley;
- ▶ Centre Section; and
- ▶ City Centre Fringe.

A minimum of 3100 new homes will be delivered in the Corridor with approximate allocations as follows:

- ▶ Shipley – 692 new homes;
- ▶ The Centre Section – 2398 new homes; and
- ▶ City Centre Fringe – 145 new homes.

Economic development in the Corridor will include:

- ▶ New business and commercial uses as part of mixed use developments in Shipley Town Centre;
- ▶ New employment generating uses within New Bolton Woods development;
- ▶ Safeguarding and enhancing the Canal Road Employment Zone as an important employment area; and
- ▶ Redevelopment of land and sites within Valley Road Retail Area.

1.4 The Requirement for Sustainability Appraisal

Section 19(5) of the *Planning and Compulsory Act 2004* places a duty on Local Planning Authorities to subject emerging Local Development Documents to Sustainability Appraisal (SA), and in so doing contribute to the achievement of sustainable development in a plan area.

Local Planning Authorities are also required to carry out Strategic Environmental Assessment (SEA) in accordance with EU and UK legislation¹, with due regard to guidance produced by the UK Government².

¹ EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes, and Environmental Assessment of Plans and Programmes Regulations 2004 (SI 1633)

² ODPM (2005) *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents: Guidance for Regional Planning Bodies and Local Planning Authorities* and ODPM (2005) *A Practical Guide to the Strategic Environmental Assessment Directive*

Paragraph 165 of the National Planning Policy Framework³ (NPPF) reiterates the requirement for SA/SEA as it relates to local plan preparation:

“A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.”

In practice, this involves extending the breadth of SEA (from predominantly environmental considerations) to embrace wider social and economic concerns. The net result is an integrated process which incorporates sustainability considerations into plan-making through an iterative process which seeks to predict and evaluate the significant effects of Plan alternatives and propose measures to offset any adverse effects identified. The Planning Practice Guidance⁴ also makes clear that SA plays an important role in demonstrating that a local plan reflects sustainability objectives and has considered reasonable alternatives. In this regard, SA will help to ensure that a local plan is “justified”, a key test of soundness that concerns the extent to which the plan is the most appropriate strategy, when considered against the reasonable alternatives and available and proportionate evidence.

This Report documents the implementation of the SA/SEA process and is published for consultation alongside the SCRC AAP Publication Draft Report in accordance with SEA Regulations and SA Guidance.

1.5 Habitats Regulations Assessment

Under the *Conservation (Natural Habitats, &c.) (Amendment) Regulations 2010* (as amended) any land use plan likely to have a significant effect upon a ‘European site’ must be subject to an appropriate assessment to determine the implications for the designated site in view of that its conservation objectives. ‘European sites’ are sites which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within a European context. They consist of Special Areas of Conservation (SAC) designated under *Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora* and Special Protection Areas (SPA) designated under *Council Directive 2009/147/EC on the Conservation of Wild Birds*. Ramsar Sites (designated under the 1976 Ramsar Convention) are not European sites but under UK planning policy are given the same level of protection.

Under the *Conservation (Natural Habitats, &c.) (Amendment) Regulations 2010*, (as amended) known as the Habitats Regulations, Bradford Council as the competent body, must determine if the AAP, as part of their Local Plan is likely to have a significant (adverse⁵) effect on a European or Ramsar site in Great Britain or a European offshore marine site either alone or in combination with other plans or projects. If significant effects are anticipated then an Appropriate Assessment of the implications for the site in view of its conservation objectives must be undertaken.

There are currently four internationally designated sites within the District:

- ▶ North Pennine Moors SPA and SAC; and
- ▶ South Pennine Moors SPA and SAC.

In accordance with these regulations, a Screening Report for Appropriate Assessment has been undertaken which determines whether the policies and sites contained within the SCRC AAP Publication Draft could have likely significant effects against the ‘European sites’. The findings of the HRA screening are presented in this SA Report and will be used to inform further iterations of the SA.

³ DCLG (2012), The National Planning Policy Framework

⁴ <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/strategic-environmental-assessment-and-sustainability-appraisal-and-how-does-it-relate-to-strategic-environmental-assessment/>

⁵ Though beneficial effects may arise from a plan, only adverse effects are considered to be of consequence in undertaking Habitats Regulations Assessment.

1.6 Purpose of this Report

The purpose of this SA Report is to appraise the sustainability effects of the SCRC AAP vision, strategic objectives, policies and sites, consistent with the requirements of section 19 (5) of the *Planning and Compulsory Purchase Act 2004* and the SEA Regulations. The SA aims to consider the level of sustainability associated with the SCRC Publication Draft AAP. It is anticipated that this information, in conjunction with the consultation responses and other technical reports being completed, will help inform and guide decision makers to identify the most appropriate planning policies and sites that may be brought forward to help guide and realise future development and growth in the Corridor.

This report is structured as follows:

- ▶ **Section 1: Purpose of this Report:** Introduces the report and other relevant documentation and details the background to the draft SCRC AAP, and its relationship with the Bradford Local Plan;
- ▶ **Section 2: SA Process:** Provides a description of the SA process and methodology adopted by Amec Foster Wheeler;
- ▶ **Section 3: Baseline and Key Sustainability Issues:** Provides a summary of the baseline conditions and key sustainability issues associated with Bradford District and the SCRC area;
- ▶ **Section 4: Objectives Compatibility Test:** Provides an overview of the objectives compatibility test undertaken to determine whether the SCRC AAP Publication Draft objectives are compatible with the SA objectives;
- ▶ **Section 5: Sustainability Appraisal of the draft Shipley Canal Road Corridor AAP:** Provides an overview of the SA findings, including consideration of the cumulative effects of the Shipley Canal Road Corridor AAP Publication Draft. Recommendations for maximising beneficial effects and minimising any potential adverse effects arising from the Shipley Canal Road Corridor are also given; and
- ▶ **Section 6: Conclusions and Recommendations:** Summarises the conclusion of the appraisal process and includes suggested mitigation measures and proposed monitoring measures, appropriate to the effects identified.

In addition, this SA report is accompanied by a non-technical summary and a volume of appendices. The appendices include the appraisal of effects for both the proposed policies and site allocations.

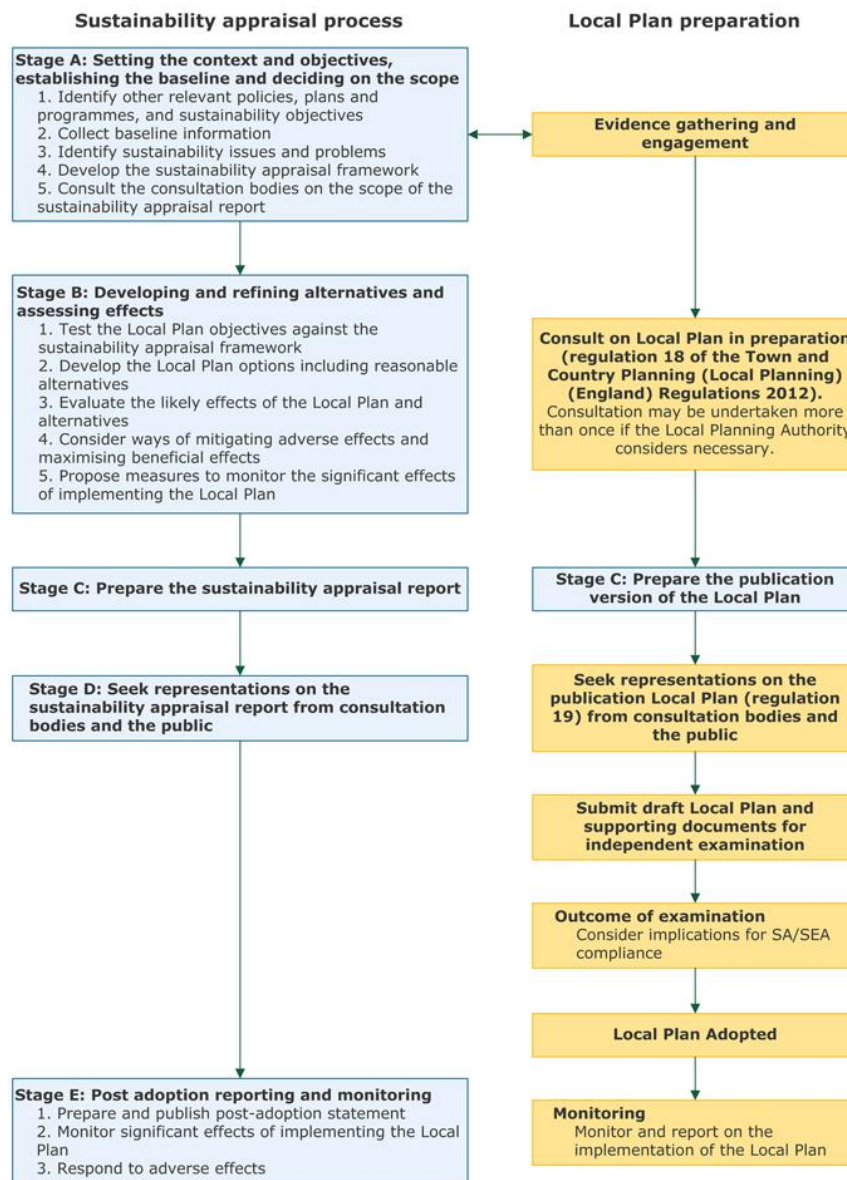


2. The Sustainability Appraisal Process

2.1 Overview

SA is a process that identifies and reports on the likely significant effects of a Plan’s objectives, policies and proposals. It appraises the extent to which implementation of the Plan will achieve the social, environmental and economic objectives of sustainable development. Government guidance⁶ on undertaking SA advocates a five-stage approach which is set out in **Figure 2.1**. This Report relates to **Stages B, C and D** of the process.

Figure 2.1 The SA Process



NB: for the purposes of this SA, the SCRC Publication Draft Report can be considered to replace the ‘Local Plan’ referenced to in Figure 2.1.

⁶ DCLG (2014) Planning Practice Guidance, <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

2.2 Sustainability Appraisal Stages

2.1.1 Stage A (Scoping)

The first stage of the SA is scoping (Stage A). This involves setting the context and objectives, establishing the baseline and deciding on the scope. It also identifies other relevant plans and programmes to ensure that the AAP sustainability objectives are in line with sustainability objectives set elsewhere and at other spatial planning levels. **Section 3** of this report presents a summary of the key issues arising from an analysis of the contextual information.

SA objectives and guide questions have then been developed following the review of other relevant plans, policies and programs, taking account of local circumstances for the SCRC, completing an analysis of the Local Plan Core Strategy SA objectives and reviewing examples from other local authorities. It is the performance of the AAP vision, objectives, policies and sites against each SA objective that forms the basis of the SA.

Stages A1-A5 of the SA process have been covered within the Scoping Report which was published for consultation on the 18th September 2012 and 31st October 2012 with the statutory consultees as well as other interested stakeholders. A total of 11 responses were received before the consultation deadline.

Consultation responses on the Scoping Report included suggestions for: additional baseline information to be included in the appendices; recommendations for amending some of the objectives; recommendations for new sustainability questions and suggestions for amending and creating new indicators.

The SA objectives and guide questions were then refined following the SA Scoping Report consultation. In particular, existing objectives and key criteria were amended and additional indicators were included. This updated framework has now been used to appraise the SCRC AAP Publication Draft Report.

The SA Objectives (and associated decision making criteria) for use in appraising the options for the SCRC AAP Publication Draft are set out in **Table 2.1** below.

Table 2.1 SA Objectives for the Shipley Canal Road Corridor AAP

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Population	1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Will it reduce the need to travel?	X		X	Average distance travelled to fixed place of work.	Prosperity and Regeneration
Human health		Will it encourage use of public transport rather than private car?				Average daily motor vehicle flow.	Safer Communities
Air		Will it increase accessibility to public transport?				Changes in the percentage of people using different modes of transport.	Improving the Environment
Climatic factor		Will it seek to integrate public transport modes?				No of development schemes approved with travel plans.	
		Will it encourage walking and cycling?				Delay due to congestion.	
		Will it increase car sharing?				Number of road accidents.	
		Will it improve journey times?					
		Will it improve road safety					
Population	2. To improve the quality, range and accessibility of community services and facilities.	Will it improve access to the area by all mode of travel including walking and cycling?		X	X	Changes in the percentage of people using different modes of transport. .	
Material assets		Will it make navigation through the area easier?				Retail vacancy.	
		Will it improve local accessibility of employment, services and amenities?				Distance of households from key services, e.g. Post Office, school, doctors.	
		Will it improve the range of key services within easy access of the population?				Index of access to work, healthcare and shopping centres (Indices of Deprivation).	
		Will it improve satisfaction with local services?				Percentage of residents surveyed finding it easy to access key local services	

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Material assets	3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Will it promote and deliver sustainable design and construction?		X	X	Percentage of new build and retrofit homes meeting Eco Homes Very Good standards.	Prosperity and Regeneration
		Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?				Percentage of commercial buildings meeting BREEAM Very Good standard.	Safer Communities
		Will it encourage economic regeneration through the re-use and adaptation of existing buildings, building materials, use of previously-developed land and/or remediation of derelict and contaminated land?				Proportion of residential development within 30 minutes public transport time of key services.	Improving the Environment
		Will it support or encourage social enterprise and the development of new environmental technologies?				Amount of vacant land and properties and derelict land.	Strong and Cohesive Communities
		Will it promote Sustainable Drainage System?				Proportion of development undertaken on brownfield sites.	
						No. of start-up businesses in the environmental sector.	
						No/% of planning permission with SUDS.	
Population	4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	Will it meet the anticipated demand for housing growth?		X		Number of housing completions.	Content
Human health		Will it ensure all groups have access to decent, appropriate and affordable housing?				Number of affordable homes developed in comparison with the total number of homes developed.	
		Will it reduce the amount of vacant housing?				Houses built to above minimum standards of sustainable design.	
						Proportion of vacant housing.	

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Cultural heritage	5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Will those elements which contribute to the significance of heritage assets in and around the Area Action Plan be conserved?	X			Number of Grade I and Grade II* buildings at risk.	
Landscape		Will the history of the area be showcased?				Number of designated heritage assets whose significance, including their setting, has been harmed by the proposals of the Area Action Plan.	
		Will the cultural environment be protected?				Number of designated heritage assets whose significance, including their setting, has been enhanced by the proposals of the Area Action Plan.	
		Will it protect important vistas, views and key reference points?					
						Proportion of scheduled monuments at risk from damage, decay or loss.	
						Conservation Area Assessment	
Biodiversity, flora and fauna	6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Will it lead to habitat creation, matching BAP priorities?	x			Number, area and condition of designated sites in appropriate management.	Improving the Environment
		Will it maintain and enhance sites designated for their biodiversity interest?				Extent (and condition) of designated Habitats.	
		Will it link up areas of fragmented habitat?				Engagement by local communities and organisations, management/ monitoring reports.	
		Will tree cover and woodland be retained and enhanced?					
		Will it ensure sustainable management of natural habitats?					

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Human health	7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Will it ensure easy accessibility to open spaces?	x	x		Access to and the use of open space and leisure facilities, e.g. sports pitches.	Improving the Environment
		Will it create a variety of functional open spaces to meet community and environmental needs?				Engagement in cultural activity by all target groups.	Health and Wellbeing for All
		Will it improve physical activity and wellbeing?					Strong and Cohesive Communities
		Will it improve opportunities for recreation and play?					
Water	8. To maintain and improve soil and water quality.	Will it exacerbate water abstraction levels?	x			Abstractions by purpose.	Improving the Environment
Soil		Will it seek to reduce water consumption?				Average domestic water consumption (l/head/day)	
		Will it prevent the pollution and contamination of water resources?				Area of contaminated land (ha).	
		Will it maintain and enhance soil quality?				% of projects (by number and value) involving remediation of any kind.	
		Will it reduce land contamination?				Incidents of major and significant water/soil pollution.	
Water	9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Will it reduce risk of flooding?	x	x	x	% of site within flood zone 2, 3a/b.	Improving the Environment
Climatic factor		Will it manage flooding from all sources effectively?				% of site within area vulnerable to surface water flooding.	Safer Communities
		Will it position property out of flood paths?				% of site vulnerable to different sources of flooding.	
		Will it promote Sustainable Drainage System?				Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3).	

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
						Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds.	
						Number/% of new developments with sustainable drainage Installed.	
Human health	10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	Will it provide an increased variety and capacity of recycling facilities?	x			Type and capacity of waste management facilities.	Improving the Environment
Material assets		Will it reduce the proportion of waste landfilled?				Net reduction in volume of biodegradable and recyclable waste in volume to landfill.	
		Will it increase the proportion of waste recycled?				Household waste (a) arisings and (b) recycled or composted.	
		Will it reduce waste from construction?				Reuse of recycled materials from former building stock.	
		Will it seek to improve access for all to waste management facilities?					
Climatic factor	11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	Will it help limit the SCRC's carbon footprint?	x			Air quality monitoring.	Improving the Environment
		Will it reduce the risk of flooding?				Road traffic growth level.	
		Will it help raise awareness of climate change mitigation?				Emissions of greenhouse gases from energy consumption, transport and land use and waste management.	
		Will it facilitate landscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?				Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3).	
		Will it allow space for water where this is needed e.g. retaining open land within high flood risk zones and in areas vulnerable to surface water flooding in open space use?				Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds.	

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
		Will it retain land within flood zone 2 in open space use?				Number of initiatives to increase awareness of energy efficiency.	
		Will it encourage the development of buildings prepared for the impacts of climate change?				Number, area and condition of designated biodiversity/ecological sites in appropriate management.	
		Will it connect habitats to allow wildlife move between areas?				Amount of new greenspace created per capita.	
		Will the plan consider the potential implications of climate change on health?				No. of planning permissions incorporating SUDS, green roofs and green corridors.	
		Will it consider the potential implications of climate change on local economy?				Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO2" category as stipulated by the Zero Carbon Homes Standard.	
						Thermal efficiency of new development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation.	
Air	12. To reduce air pollution and ensure air quality continues to improve.	Will it limit or reduce the emission of air pollutant?	x	x		No. of days when air pollution is moderate or high for NO2, SO2, O3, CO or PM10	Improving the Environment
		Will it lead to improved air quality?					Safer Communities
							Health and Wellbeing for All
Human health	13. To minimise noise pollution, especially around land use interfaces.	Will it create significant noise pollution for sensitive land areas?	x	x		% of planning applications/ projects involving noise assessment/ mitigation of any kind.	Improving the Environment
		Will noise issues be created around land use interfaces?					Safer Communities
							Health and Wellbeing for All

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Population	14. To improve health, reduce health inequalities and promote healthy living.	Will it improve access to primary healthcare facilities?		x	x	Distance of households from key health services, e.g. hospital. GPs, chemist etc.	Health and Wellbeing for All
Human health		Will it encourage healthy lifestyles and provide opportunities for sport and recreation?				% of people surveyed who visits local sport and outdoor recreation facilities regularly.	Children and Young People
		Will it seek to reduce health inequalities within society, particularly those associated with income, lifestyle and diet?				Statistics on child obesity.	
		Will it improve the health of children and young people?					
Population	15. To strengthen and sustain resilient local economy.	Will it improve the range of employment opportunities?			x	Percentage increase or decrease in the total number of VAT registered businesses in the area.	Prosperity and Regeneration
		Will it enhance local employment prospects?				Increase in number of jobs.	Health and Wellbeing for All
		Will it support collaboration between educational establishments, businesses and industry?				Annual business start-ups and survivals	Children and Young People
Population	16. To ensure local people have access to satisfying opportunities for employment and occupation.	Will it enhance local employment prospects?			x	Proportion of unemployed.	Prosperity and Regeneration
		Will it promote skills training?				Percentage of population of working age claiming key benefits.	
						Index of access to work, healthcare and shopping centres (Indices of Deprivation).	Health and Wellbeing for All
							Children and Young People

SEA Topic	Draft SA Objectives	Key Criteria	Env	Soc	Econ	Draft Indicators	SCS Priority
Population	17. To help create and sustain safe, vibrant and cohesive communities.	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life? s		x		Percentage of adults surveyed who feel they can influence decisions affecting their own local area.	Prosperity and Regeneration
		Will it improve the satisfaction of people with their neighbourhoods as a place to live?				% respondents very or fairly satisfied with their neighbourhood.	Safer Communities
		Will it make local people feel safer in their community?				Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously	Strong and Cohesive Communities
		Will it act to avoid the creation of isolated places?				Level of domestic burglaries, violent offences and vehicle crimes.	Children and Young People
						Crime Deprivation Index/ crime recorded by police per 1000 population.	
* SCS= Bradford District's Sustainable Community Strategy (the 'Big Plan')							

2.1.2 Stage B (Developing and Refining Options and Assessing Effects) and Stage C (Sustainability Appraisal Report)

The second stage (Stage B) of the SA of the SCRC AAP involves predicting and evaluating the effects of the options. Bradford Council undertook an appraisal of the Issues and Options for the SCRC AAP in 2013 with the resulting SA Report being published for consultation to accompany the Issues and Options report itself.

Amec Foster Wheeler have now been commissioned to review and take forward the SA work undertaken to date and to carry out appraisal of the SCRC AAP through to adoption. This work will help Bradford take forward policies more compatible with the duty to promote sustainable development for the further iterations of the SCRC AAP.

This Report summarises the outcome of the appraisal of the SCRC AAP Publication Draft Report.

2.3 When the SA Was Undertaken and by Whom

This SA of the SCRC AAP Publication Draft Report was undertaken by Amec Foster Wheeler in Spring/Early Summer of 2015, informed by the input of and review by sustainability specialists and Amec Foster Wheeler's lead on sustainability services.

2.4 Technical Difficulties

The SEA Directive requires the identification of any difficulties (such as technical deficiencies or lack of knowledge) encountered.

A GIS based assessment has been undertaken of the site allocations in the SCRC Publication Draft Report. This GIS information has been provided to Amec Foster Wheeler by the Council. A number of discrepancies have been identified between the GIS information provided by the Council and the indicative boundary of the sites as presented in the Publication Draft Report. At this stage, to ensure consistency in the appraisal between all the sites proposed and in recognition that the site boundaries may change further, the GIS information has been used to complete the appraisal.

2.4.1 Uncertainties and Assumptions

There are a number of uncertainties and assumptions on which this appraisal has been based and these are detailed below:

Uncertainties

- ▶ Whilst there is substantial detail in the SCRC Publication Draft Report about the amount of development proposed and the expected development for the site allocations, there is still some uncertainty around the exact timing of when development will occur given that the Publication Draft is forward looking until 2030;
- ▶ There are a number of gaps in the site assessments against specific SA objectives or criterion. These mainly relate to the SA objectives concerning employment, community facility, retail and leisure. The reason behind this gaps are that the Proposal Statements state that these elements maybe delivered but it cannot with certainty be agreed what will be delivered. Therefore, where sites are affected by this issue they have been left unappraised for that particular objective; and
- ▶ The exact composition of future development is uncertain at this stage.

Assumptions

- ▶ It is assumed that the Council has subjected the candidate sites, considered for inclusion in the SCRC AAP Publication Draft but not taken forward, to a level of appraisal equivalent to that

contained in this SA Report and that the justification of the selection of the sites is contained in the AAP. It is assumed that such information will be available for inclusion in subsequent iterations of the SA;

- ▶ The assumed levels of housing and economic development proposed for the SCRC are consistent with current needs, and that present challenges in achieving sustained economic recovery have not affected assessment of need;
- ▶ It is assumed that the percentage of affordable housing identified in AAP policy SCRC/H2 and Core Strategy HO11 will be delivered (we do note that there are recent changes in government policy that allow for greater discussion with developers on viability which may lower the overall % figure on any single development);
- ▶ It is assumed that the development proposed in SCRC/H1 and the strategic sites will overall result in an increase in car ownership within the Corridor, and result in increased use and HGV use and subsequent knock on adverse effects in relation to air quality and human health;
- ▶ It is assumed that current energy mix will continue (and associated carbon emissions will be largely similarly to current), although it is noted that against carbon trajectories provided by DECC this may lead to an overestimate of carbon emissions;
- ▶ It is assumed that there will be no new technological leaps that will substantially alter current patterns of movement, or activities or significantly reduce environmental effects;
- ▶ All data provided by SCRC AAP is appropriate for the site assessment purposes;
- ▶ The overarching assumptions and analysis for growth are predicated on modelling and interpretation of different future economic scenarios. However, the future economic climate is uncertain and depending on how this ensues, it may influence the deliverability and viability of sites;
- ▶ It is assumed that there will be consistent policy implementation;
- ▶ The score of 'No significant effect/no clear link between the policy and the SA objective' does not always mean that there is no impact/effect predicted on the SA objective. In some cases, the score has been adopted where the effect does not contribute to, or detract from, the achievement of the objective. For some objectives, such as Biodiversity, protected species and habitats issues may emerge at the project stage as further research is completed on sites. Further assessment on protected species will be required, during planning application stages within SCRC AAP, as MAGIC⁷, due to its high level nature, did not provide further information about protected species in the SCRC AAP area; and
- ▶ Whilst the assessment of cumulative effects of the implementation of the draft AAP and other plans and programmes has been based on the most up to date information available at the time of writing, in many cases there is a lack of detailed information to make robust conclusions.

⁷ <http://www.magic.gov.uk/>

3. Baseline Review of Plans and Programmes and Key Sustainability Issues

3.1 Introduction

An essential part of the SA process is the review of the contextual information. This contextual information includes:

- ▶ A review of the current baseline conditions and the likely evolution;
- ▶ A review of plans and programmes; and
- ▶ The identification of key sustainability issues relevant to the SA.

It is only with a knowledge of existing conditions, and a consideration of their significance, that any existing sustainability issues can be identified and the subsequent effect of the SCRC AAP upon the existing environment be monitored. This section provides an overview of Bradford and the SCRC, the review of plans and programmes and the key sustainability issues associated with the SCRC.

3.2 Snapshot of Bradford and the Shipley Canal Road Corridor

Bradford's growth is closely linked to the industrial revolution. It became the wool capital of the world leading to the development of a solid engineering and manufacturing base. Buildings from the Victorian era still dominate a good part of the city centre, often influenced by classical European styles. Bradford's Victorian legacy in particular is of national significance. Although its roots go back to medieval times, it was rebuilt mostly during the second half of the 19th Century during the boom years of Bradford's economic development as an international centre of the wool trade.

The Canal Road Corridor is located within the main urban area of Bradford, stretching from the City Centre to Shipley town centre. Canal Road itself is a major strategic route within the sub-region, linking areas within the Bradford District and beyond. The Corridor is a traditional employment corridor as well being a key transport route northwards into and out of the city, forming a gateway into Airedale and beyond. Traditionally a mixed employment area, the Corridor developed out of its close proximity to the Bradford Canal and the railway line.

The Corridor today has become characterised by a mix of existing uses. The central section has a variety of employment uses, mainly located alongside Canal Road. To the south, the area has a predominance of retail uses, which link to Forster Square retail area. The northern section includes Shipley Town Centre and areas to the east of Shipley around Dockfield Road and Crag Road.

The Bradford District 2011 Census population estimate for the district is 522,500. This is a population increase of 51,700 since 2001, an increase of 11.0%. Bradford District remains the fourth largest metropolitan district in England after Birmingham, Leeds and Sheffield. The figures show Bradford continues to have a youthful population with 22% of the population 0 -14 years of age. The current age profile of Bradford District suggests that the population is generally younger than that of the region and England. Overall, 57.2% of the population are aged under 40 in comparison with 51.6% for the Region and 51.5% for England. In the Bradford District 13.3% of the population is 65 years of age or over, compared to 16.4%⁸ for England and Wales.

In 2011 the population of the SCRC was almost 31,300. Between 2001 and 2011 the population has generally been rising in the SCRC with an increase of 39% in Heaton and increases of over 20% in Shipley and Windmill and Wrose. In some areas there has been a significant increase in the 0-15 age range with a more mixed pattern for the over 65's – some increases (for example a 50% increase in Windmill and Wrose) mixed with some decreases (a 32% decrease in Bolton and Undercliffe). The rising population mirrors that

⁸ Statistics from 2011 Census information.

of the District and the wider UK picture. There is a near 50/50 split in terms of the % of the population which is male and female. Density of population varies, with some of the wards achieving a high density of population (for example over 90% in Heaton and almost 80% in Shipley, and lower in Manningham at 20%⁹).

In general, the skills base (based on qualification) in the Corridor employment pool is broadly in line with the district average although some wards have significant variations. In particular, Manningham has the largest number of households with no qualifications (17% compared to district average of 13%). Furthermore, both Bolton and Undercliffe and Windhill and Wrose wards have relatively fewer households with high level qualifications (NVQ 4&5) - the two wards have 15% and 13% respectively compared to a district average of 22%¹⁰. This does suggest that future structural changes in employment may bring into sharper focus the perceived skills deficits in wards where generally unemployment is higher than the district average.

The majority of the workforce now works within the service sector, with only 19% working in manufacturing. But despite the development of new industries and prospects for future growth, at present the District remains a low wage and a low skill economy.

There is wide variation in the overall income, health and educational attainment of households in different wards within the District. A number of wards in the main urban area suffer from high levels of multiple deprivation based on, poor living environment, low incomes, higher unemployment, higher levels of crime and poorer health status, when compared to some of the outlying areas.

Further baseline information about the Corridor can be found in the Baseline Evidence Report which accompanies the SCRC Publication Draft AAP¹¹.

3.3 Links to Other Plans and Programmes

The purpose of reviewing plans and programmes (PPs) as part of the SA is to ensure that the relationship with these other documents is fully explored and to ensure that the relevant environmental protection and sustainability objectives are taken on board through the SA. Reviewing PPs can also provide appropriate information on the baseline for the plan area and the key sustainability issues.

Approximately 90 plans, programmes and strategies were reviewed as part of the preparation of the SCRC AAP Publication Draft Report. This review of PPs considered international, national and local documents and has been reproduced in **Appendix A** of this report. From the review of these plans and programmes, a number of key environmental protection objectives have been identified, these are summarised in **Appendix A** where a summary of the aims and the key targets is also provided.

3.4 Identifying Sustainability Issues and Problems

The identification of key sustainability issues (including environmental problems as required by the SEA Directive) is an opportunity to define key issues for the SCRC AAP and to assist in the development of sustainable plan objectives and options.

Table 3.1 provides a summary of the key sustainability issues and problems for the SCRC, ordered to reflect the same sequence as the SA objectives (presented in **Table 2.1**). These key issues have been determined taking into consideration the plans and programmes review and baseline conditions. The SA of the iterations of the SCRC AAP has been carried out over a number of years and there have been significant additions to the evidence base within this time.

⁹ Statistics from 2011 Census and Office for National Statistics

¹⁰ Figures from SCRC 2013 Baseline Evidence Report

¹¹ <http://www.bradford.gov.uk/NR/rdonlyres/093C2189-3762-411E-8758-5BF3D38FE662/0/2ShipleyandCanalRoadCorridorAreaActionPlanBaselineEvidenceReport2013.pdf>

Table 3.1 Identifying Sustainability Issues and Problems

Baseline Topic	Issues To Address
Transport Accessibility and	<ul style="list-style-type: none"> ▶ SCRC is a traffic dominated route with significant congestion and delay problems. There are a number of bottlenecks on the existing highway along the canal corridor which cause traffic congestion especially during the morning and evening peak periods. ▶ The pedestrian and cycle environment/facilities along the corridor have suffered in the past from being unattractive. However, the recently opened section of the Canal Road Greenway provides a new and safe attractive pedestrian and cycle route through part of the corridor.
Improve the quality, range and accessibility of community services and facilities	<ul style="list-style-type: none"> ▶ Bus services are limited along the corridor with peak services running only 3 buses per hour. Buses from the surrounding Mannigham Lane, Bolton Road and Queens Road also do not penetrate to this area resulting in poor connection with wider localities and commercial centres. ▶ The existing residential communities to the north of the corridor are located on areas above the valley bottom and access to them via the steep valley side is difficult by walking or cycling.
Encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<ul style="list-style-type: none"> ▶ A need to ensure a better living environment with enriched urban spaces, places for people, safe, active and healthy communities and adaptability. ▶ Ensuring the sensitive regeneration of Shipley given its location within Saltaire WHS buffer zone.
To meet local housing needs.	<ul style="list-style-type: none"> ▶ Evidence from SHMA suggests that the following should be strategic housing priorities for SCRC: <ul style="list-style-type: none"> ○ More family housing; ○ Delivering sufficient affordable housing; and ○ Increasing supply of larger homes, flats and apartments in accessible. ▶ SHLAA shows limited housing supply in short to medium term in SCRC. There is also an under supply of larger family housing. ▶ Development market has a preference for family housing in the area. However, there appears to be a demand for flats/apartments.
To protect, enhance and manage sites, features areas and landscapes of archaeological, historical and cultural importance and their settings.	<ul style="list-style-type: none"> ▶ The importance of protecting and enhancing the variety of landscapes within the SCRC, particularly those elements that contribute to local character. ▶ The value of maximising the benefits from the landscape character assessment by using it to make choices about the locations for development and the design of proposals. ▶ The northern end of the corridor falls within the Saltaire World Heritage Site Buffer Zone, where development will need to ensure that it does not harm the Outstanding Universal Value of Saltaire. Elsewhere, there are a number of designated heritage assets both within and in the area around the corridor. It is important to ensure that those elements which contribute to the significance of these assets are not harmed.
To protect, enhance and where necessary restore existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<ul style="list-style-type: none"> ▶ There is a statutory SSSI (Trench Meadows) within 2 km of the study area. Four records of non-statutory sites, specifically 1 Site of Ecological or Geological Importance (SEGI) and 3 Bradford Wildlife Areas (BWA), also exist within the corridor. A number of Ancient and Semi-natural Woodland are also present in close proximity to the area. Potential impacts of any future developments on these geological and biodiversity assets should be thoroughly assessed. ▶ The Leeds-Liverpool Canal exists within the Site Boundary, which is a SEGI. The Leeds-Liverpool Canal should be safeguarded to ensure that the ecology of the canal is not adversely impacted by the CRC AAP.
To protect, enhance and maintain quality of open spaces and ensure effective access to open space	<ul style="list-style-type: none"> ▶ Within the SCRC there are a number designated/undesignated open areas of land comprising of playing fields, recreational open space, children's playground, multi-use game area, informal open space, allotments, horse grazing, unused land, pedestrian/cycleways, open land associated with scheduled monuments/listed building and private gardens. In addition to having an intrinsic ecological/ biodiversity importance, all these sites contribute significantly to the quality of life and to the attractive environment in which people in SCRC live and work. It is therefore important to ensure that developments in the SCRC contributes towards the enhancement of this environment and does not have any adverse impact on the protected species and habitats along the route.

Baseline Topic	Issues To Address
<p>To maintain and improve soil and water quality.</p>	<p>There are a number of industrial sites within the SCRC which contain potential 'land contamination' risks due to the nature of their former industrial uses. None of the sites however have been formally identified as contaminated and depending on the level of their potential risk some of the sites may be subject to intrusive ground investigation and/or remediation.</p>
<p>To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment.</p>	<ul style="list-style-type: none"> ▶ Flood modelling and mapping by the EA and the Council confirms that significant areas of the SCRC are within Flood Zones 2 and 3 and that there are also limited areas within the functional floodplain which are at very high risk of flooding. This elevated flood risk will have implications on the siting of new development in accordance with national and local planning policy. ▶ Flood risk is also influenced by other sources, mainly heavy surface runoffs, thanks to the relatively steep natural topography of the Canal Road Basin. The catchment is heavily urbanised with an unusually large proportion of hard surfaces that produce large quantities of runoff and increase the risk of local flooding. ▶ Bradford Beck conveys large volumes of untreated sewage during heavy rain as stormwater overflows so environmental enhancement along its route is a prime concern. A long stretch of the Beck is culverted and currently inaccessible. There is also limited capacity of Dockfield Sewer Pumping Station at Shipley which could further constrain developments around the area. ▶ There is a need to mitigate and adapt to climate change impacts through better planning and carrying out more work to improve energy efficiency. Installations of renewable energy and a programme of energy conservation should be encouraged.
<p>To reduce waste generation and disposal, and achieve the sustainable management of waste.</p>	<ul style="list-style-type: none"> ▶ The need to reduce the growth in waste and increase the amount of waste which is re-used recycled and recovered.
<p>To ensure resilience to the effects of climate change through mitigation and effective adaptation.</p>	<ul style="list-style-type: none"> ▶ The need to increase the amount of energy generated from renewables. There is no local data, but currently renewables make only a relatively minor contribution to energy generation in Bradford. With environmental sensitivity and low wind potentials, it is exceptionally unlikely that Canal Road Corridor will be able to have a large-scale renewable energy generating scheme,, although there may be potential for combined heat and power schemes depending on the scale of the development on the urban eco-settlement. Smaller schemes, relating to individual developments, are likely to be more appropriate and should be encouraged. Increasing the energy efficiency of individual buildings will also reduce the need for energy.
<p>To reduce air pollution and ensure air quality continues to improve.</p>	<ul style="list-style-type: none"> ▶ Traffic-sourced air pollution/pollutants are a particular problem along the SCRC. ▶ The junction of Shipley Airedale Road and Churchbank/Barkerend Road located towards the Southern end of the SCRC is one of the four declared Air Quality Management Areas (AQMA) in Bradford. Monitoring information indicates that the NO2 annual Air Quality Objectives (AQO) are exceeded at this location. It is anticipated that the increased traffic flow from further development along the canal road corridor would lead to this AQO being exceeded at this AQMA and potentially on more parts of the corridor if no improvements are carried out.
<p>To minimise noise pollution, especially around land use interfaces.</p>	<ul style="list-style-type: none"> ▶ Prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise.
<p>To improve health, reduce health inequalities and promote healthy living.</p>	<ul style="list-style-type: none"> ▶ The poor general health of residents in Bradford District, particularly in the more deprived areas, and higher than average mortality rates due to circulatory diseases, cancer and lifestyle. ▶ The need to improve health and well being, and to prevent ill health (e.g. through healthy eating and exercise). ▶ The provision of health services, facilities and professional care needed to help people maintain their independence. ▶ SCRC is within, and bordered by, some of the most deprived areas of the district which include a concentration of Super Output Areas that are within the worst 10% by the Index of Multiple Deprivation (IoMD) rank and few within the worst 20%.

Baseline Topic	Issues To Address
	<ul style="list-style-type: none"> ▶ It is essential, where viable and consistent with Council policies, to provide for the needs of all the community, irrespective of age, sex, ethnic background, religion, disability and income. Worklessness and economic inactivity have been an issue for the district for some time, which is further exacerbated by the impact of the recession. There are also concentrations of some of the most deprived areas of the district that are potentially accessible to the SCRC. Many individuals in those areas face multiple barriers not only to gaining employment but also health, education and other social benefits which if not addressed will mean they remain excluded from the opportunity to work and live healthy. ▶ Travelling to work in a timely and cost effective manner is one of the other barriers that many disadvantaged people face. ▶ Although there is not always a direct link, deprivation can contribute to high crime levels and a fear of crime, which can affect residents' quality of life and increase their feelings of exclusion.
<p>To strengthen and sustain resilient local economy.</p>	<ul style="list-style-type: none"> ▶ Office and retail development in SCRC has the risk of diluting the concept of creating a centralised business district within Bradford City Centre. The exception to this within the Canal Road Corridor would be Shipley town centre, where there are scopes to encourage new office and retail development to help add to the vibrancy and mix of uses in the town centre and to help capture expenditure currently leaking from the area. It is important that existing companies with the ability to sustain and hopefully grow employment have the ability to invest in new equipment and facilities. To remain competitive, businesses need to be able to invest in new facilities, while retaining their local skilled workforce. ▶ Industrial areas around Shipley Town Centre appear to be occupied by lower value uses and may therefore offer more potential for change, although they provide an important local role with a healthy level of demand for space. The key challenge facing any redevelopment of this area will be its poor accessibility. ▶ There is a severe shortage of good quality employment land available on the market. Businesses will not be able to relocate/expand without suitable alternatives sites or premises.
<p>To ensure local people have access to satisfying opportunities for employment and occupation.</p>	<ul style="list-style-type: none"> ▶ The relatively high levels of unemployment in the SCRC. ▶ The need to increase incomes and skill levels, particularly in those communities suffering high levels of deprivation. ▶ The contribution of land use planning towards improving employment prospects and training for local residents. <p>Responding to future trends in employment and supporting the growth of self-employment.</p>
<p>To help create and sustain safe, vibrant and cohesive communities.</p>	<ul style="list-style-type: none"> ▶ Reducing crime and anti-social behaviour in Bradford District. ▶ The need to improve safety and security for people and property (e.g. through design intervention) and to reduce fear of crime.

The sustainability issues identified are wide-ranging in their character and focus, a number of which are out of the direct scope of spatial planning. However, as part of a broader corporate effort, spatial planning can be part of a multidimensional approach to tackling what are inherently complex issues. Local Plan policy can play a significant part in this and its appraisal helps to test its potential contribution.

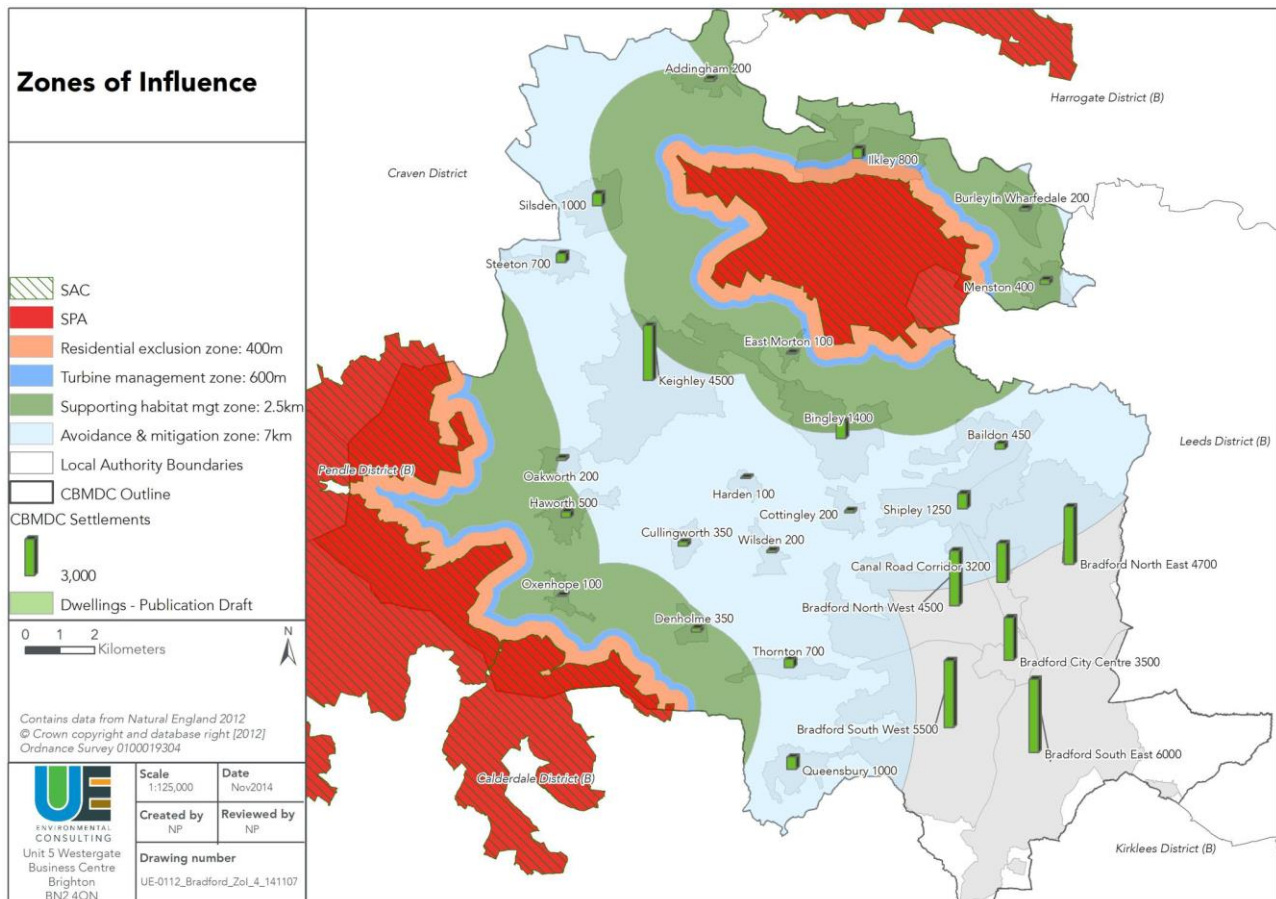
3.5 Habitats Regulations Assessment Findings

Urban Edge Consultants has undertaken a HRA of the Core Strategy Publication Draft (December 2014) DPD¹².

Four nature conservation sites of European Importance were considered in the assessment – these are the North and South Pennine Moors SACs and SPAs.

The HRA findings indicates that a precautionary spatial strategy should be adopted, which would in the first instance seek to restrict residential development within 400 m of the SAC/SPA boundary, in order to avoid the risk of urban edge effects such as fly-tipping, introduction of invasive species, cat/scavenger predation and increasing fire risk. Whilst no sites for turbine development are proposed, the HRA identifies a zone of influence around the SAC/SPA as these would pose a strategic constraint to potential new wind generation. **Figure 3.1** below shows the Zones of Influence recommended by the HRA.

Figure 3.1 Provisional Mitigation Zoning Around South Pennine Moors SPA and SAC



Source: Figure 6.1 from HRA for the Bradford District Core Strategy: Appropriate Assessment Report for the Publication Draft Document (February 2014) December 2014

The results of the assessment work undertaken for the HRA concluded that:

“Taking into account the range of avoidance and mitigation measures incorporated into the plan, it can be concluded that the Core Strategy Publication Draft will not result in adverse effects on the

¹² Habitats Regulations Assessment for the City of Bradford District Core Strategy – Appropriate Assessment Report for the Publication Draft Document (February 2014) December 2014

ecological integrity of the North Pennine Moors SAC and SPA, South Pennine Moors SAC and South Pennine Moors Phase 2 SPA.

To ensure that delivery and funding mechanisms for avoidance and mitigation measures are taken forward, the Council will produce a Supplementary Planning Document to guide implementation of the South Pennine Moors Zones of Influence Policy¹³.

An HRA Screening¹³ has been completed for the SCRC AAP Publication Draft which concluded:

'The SCRC AAP will have no likely significant effects (alone or in combination) on the North Pennine Moors SAC or the North Pennine Moors SPA, due to either an absence of impact pathways, policy controls within the plan that can be relied on to ensure significant effects are avoided, or external controls (such as the water resources planning process) that account for the growth aspects of the plan and with which the plan is consistent.'

The screening processed also concluded that

'For the SCRC AAP there will not be any 'alone' or 'in combination' likely significant effects on the South Pennine Moors from those sites in the SCRC which are within 7km due to mitigation provided by Core Strategy Policy SC8 and policies in the SCRC AAP.

However, it is recommended that wording of three policies (NBE4, NBE1 and HSC2) could usefully be strengthened to ensure that effects on the SAC from those allocated sites which are located within 7km are avoided. Further information about these recommendations can be found in the HRA Screening Report¹⁴.'

¹³ Amec Foster Wheeler (2015), Shipley Canal Road Corridor and Bradford City Centre Area Action Plans: Habitats Regulations Assessment Screening

¹⁴ Amec Foster Wheeler (2015), Shipley Canal Road Corridor and Bradford City Centre Area Action Plans: Habitats Regulations Assessment Screening



4. Vision and Objectives Compatibility Test

4.1 Introduction

As advised in Government SA and SEA guidance¹⁵ it is important to ensure that any vision or objectives proposed in the SCRC AAP are in accordance with sustainability principles. In consequence the Vision and draft Plan Objectives were tested for their compatibility with the SA objectives and results are summarised below.

Furthermore, Amec Foster Wheeler undertook an initial review of the draft vision and objectives in the AAP to help ensure that the development of the SCRC Publication Draft AAP is genuinely iterative in nature. This initial review is included at **Appendix B**.

4.2 Shipley Canal Road Corridor Area Action Plan Vision

The vision for the Shipley Canal Road Corridor is that by 2030:

'The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford City Centre and Shipley. The Corridor has borne witness to the delivery of over 3100 new homes supported by new businesses, retail, leisure and community facilities.

This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford City Centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.

Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and the Leeds and Liverpool Canal. This redevelopment has improved the area as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.

The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley as a transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location, which offers opportunities for travel by a range of sustainable transport options.' The Vision aims for 'an area of transformational change' and that 'the Corridor has borne witness to the delivery of over 3100 new homes supported by business, retail, leisure and community facilities'. Growth in the SCRC would be supported by the delivery of a significant number of new houses, alongside new business/retail/leisure facilities. In consequence, the Vision would have positive impacts on a number of the SA objectives. The Vision would help to deliver the housing needs of the SCRC, which would have positive impacts in relation to providing well designed high quality dwellings and contributing to sustainable economic growth.

The Vision will help to ensure that the future development of the SCRC reflects the environment assets of the Corridor which will help in relation to protecting the environment of the SCRC, in particular the Saltaire World Heritage Site which is particularly sensitive to change. The Vision will help to ensure, along with a number of the policies in the plan that the plan avoids adverse impacts on this important designations and more generally for the environment of the Corridor.

¹⁵ DCLG (2014) Planning Practice Guidance, <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

However, the Council's Vision leaves room for uncertainties, as potential for negative as well as positive effects has been identified. This includes the conflicts that could arise between growth (economic and visitor growth) and environmental factors (such as the loss of greenbelt land in particular). The effects are highly dependent on whether growth is achieved under consideration of economic, social and environmental sustainability.

4.3 Objectives

The vision for the AAP will be delivered through 11 strategic objectives, which are detailed in **Box 1** below.

Box 1	
1.	Deliver an Urban Eco Settlement of over 3100 new homes within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy
2.	Promote the effective use of land by delivering at least 55% of new housing development within the AAP on previously developed land
3.	Deliver a range of well designed high quality dwellings which meet the District's current and future housing needs and support low carbon living
4.	Support sustainable economic growth and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor
5.	Support the vitality and viability of Bradford city centre and Shipley town centre as thriving places for shopping, living, leisure, tourism and business.
6.	Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
7.	Protect and enhance biodiversity and green infrastructure by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
8.	Reduce the impact of climate change through mitigation and adaptation by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.
9.	Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.
10.	Enhance resident's health and education outcomes through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas. Local Plan for the Bradford District Shipley and Canal Road Corridor Area Action Plan Publication Draft 21
11.	Protect and enhance the historic environment and setting of the Saltaire World Heritage Site by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

An objectives compatibility test has been undertaken to identify where conflicts may arise between these spatial objectives. This is summarised in **Table 4.1** below, with a more detailed commentary in **Appendix C**.

Table 4.1 Summary of the Objectives Compatibility Test

SA Objectives	Spatial Objectives										
	1	2	3	4	5	6	7	8	9	10	11
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice	0	0	0	+	0	?	0	0	++	+	0
2. To improve the quality, range and accessibility of community services and facilities.	+	0	0	0	+	+	0	0	+	++	?
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	++	++	+	?	+	+	?	?	?	-	-
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	++	+	++	0	+	0	0	0	0	+	0
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	-	-	0	-	-	+	0	0	0	+	++
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	?	?	0	-	0	?	++	+	-	?	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	-	+	0	?	0	+	++	++	+	+	0
8. To maintain and improve soil and water quality.	?	+	0	?	0	?	+	+	0	+	0
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment.	?	+	?	0	0	0	+	++	?	0	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	-	-	-	?	0	?	0	0	0	+	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	+	?	?	?	0	?	+	++	?	+	0
12. To reduce air pollution and ensure air quality continues to improve.	?	?	+	0	0	0	+	+	+	++	0
13. To minimise noise pollution, especially around land use interfaces.	?	?	0	?	?	-	0	0	-	+	0

SA Objectives	Spatial Objectives										
	1	2	3	4	5	6	7	8	9	10	11
14. To improve health, reduce health inequalities and promote healthy living.	+	?	+	?	+	+	+	0	+	++	+
15. To strengthen and sustain resilient local economy.	++	?	0	++	++	0	0	0	?	?	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	0	?	0	++	++	+	0	0	0	+	0
17. To help create and sustain safe, vibrant and cohesive communities.	++	?	+	0	+	+	+	0	+	+	0
KEY	--	-	+	+	++	0	?	Uncertain			
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly							

4.3.1 Outcomes of the Compatibility Test

The compatibility test identified that several of the proposed spatial objectives are compatible with at least one of the SA objectives, and in the majority of cases one or more of the spatial objectives are considered to be highly compatible with at least one of the SA objectives. The exceptions are SA objectives 3, 5, 6, 7, 10 and 13, where there are some negative and uncertain impacts. There are also uncertain impacts on all of the other SA objectives, albeit in some cases uncertainty only results from one of the spatial objectives.

Spatial objective 1 has been identified as being partially incompatible with SA objectives 5, 7 and 10 as the delivery of over 3,100 new homes given that their design, setting or nature may have a detrimental impact on historical and cultural heritage, will reduce the amount of open space (notwithstanding substantial commitments to enhance the quality of the remaining green and open space) and will result in the generation of waste.

Spatial objective 2 is also partially incompatible with SA objectives 5 and 10 as the new development may have an adverse impact on heritage and will generate waste.

Spatial objectives 4 and 5 are also partially incompatible with objective 5 as new development is proposed and in the case of spatial objective 5, any new development in Shipley could be associated with adverse impacts on the Saltaire WHS. However, it is noted that objective 11 would help to mitigate any such impacts on Saltaire.

Spatial objective 9 is assessed as being partially incompatible with objectives 6 and 13 as it proposes development and upgrading of current infrastructure which is likely to negatively impact upon biodiversity and in relation to noise pollution.

Objectives 10 and 11 are partially incompatible with SA as they promote green infrastructure, healthy environments and the historic environment which may be adversely affected by urban regeneration.

5. Sustainability Appraisal of the Shipley Canal Road Corridor Area Action Plan Publication Draft

5.1 The Development of the Publication Draft Preferred Development Options

This section considers how the preferred development option set out in the SCRC AAP Publication Draft Report was chosen; it details previous growth options which have been considered, the previous spatial development options and then the preferred option for development of the SCRC.

5.2 Previous Growth Options Considered

5.2.1 SCRC Strategic Development Framework

The Strategic Development Framework¹⁶ (SDF) was developed in 2010 to provide a sound basis for the AAP. The SDF considered three different growth scenarios for delivering development in the Corridor till 2020 (and beyond). These scenarios were developed from an analysis of the Corridor's strategic opportunities and constraints, market conditions and economic projections. The growth scenarios and infrastructure options, which were developed, are set out in detail in the SDF and are summarised here below.

Growth Options

► Scenario 1 (Lower Growth Scenario)

Assuming a more prolonged period of low or negative local and national economic growth, this scenario considered that there would be modest demand for new development over the next ten years. In such a scenario there would be fewer opportunities to increase the quantum of development in the SCRC but there would still remain scope for investment in key areas to enhance the overall quality of development and the setting of the area:

► Scenario 2 (Higher Growth Scenario)

A predicted trajectory of sectoral employment growth between 2011-2021 was made using the Yorkshire Futures / Experian Regional Econometric model.

The model predicted that at a district level the largest sectors by employment in 2016 would be health, retailing and manufacturing with overall employment growing by 200 places (representing net growth of approximately 1%). Between 2016 and 2021 total employment could grow by a further 500 places (representing net growth of approximately 2%).

► Scenario 3 (Long Term Development Scenario)

The Core Strategy identified that up to 5,000 new dwellings could be built in the Shipley and Canal Road Corridor by 2028, an amount substantially higher than that predicted in the higher growth scenario (1,500). As part of a long term view there was a need to identify how the Core Strategy housing numbers could be translated spatially within the SCRC (particularly the Central Section) and what implications it might have for the short to medium term development of the area.

¹⁶ <https://www.bradford.gov.uk/NR/rdonlyres/7539CC60-0062-41D0-9E7C-4E81C51F6F77/0/6ShipleyandCanalRoadCorridorEmergingStrategicDevelopmentFrameworkReportBDP2013.pdf>

Looking beyond the ten year time frame of the Development Framework, during which time a number of major City Centre projects were expected to come forward, also raised the scope to realise the greater regeneration opportunities of the City Centre Fringe as an area of City Centre expansion.

Transport Infrastructure Options

In addition to the growth scenarios mentioned above, three strategic transport options were proposed based on prioritising sustainable transport and delivering varying scales of highway infrastructure improvement. These options are summarised below:

▶ **Transport Option 1 – Building on Existing Assets / Future Proofing**

This option sought to optimise the use of the existing road and rail network. Such an approach would complement a lesser development scenario but would allow for enough flexibility to create additional capacity after the plan period by future proofing proposals for options 2 and 3.

▶ **Transport Option 2- Building on Existing Assets / Future Proofing and Highway Improvements in Shipley Town Centre**

This option considered the same proposals as option 1 but with the added scope to relieve traffic congestion within Shipley Town Centre and to enhance the attractiveness of bus transport.

▶ **Transport Option 3 – Building on Existing Assets / Future Proofing and Highway Improvements Across the SCRC**

This option considered increasing road capacity by dualling Canal Road between Shipley Town Centre and Queens Road. Proposals to dual the road would be likely to impact on the quality of the SCRC as a settlement and could also reduce the amount of land that could be developed, as well as the amount of green infrastructure.

The effect of increasing capacity also had the precedent of moving congestion to other parts of the network or generating more demand and congestion.

Blue/Green Infrastructure

There are parts of the SCRC that are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue.

The water management issues associated with the Bradford Beck need to be addressed for the SCRC to accommodate new development but the dual benefits of a Sustainable Drainage Systems (SuDS) strategy also provide the opportunity to create a distinctive sense of place. It is possible that this alone could achieve the same objectives as reopening the Bradford Canal by creating a consistent waterside setting for the SCRC. Two options were identified in the SDF which are summarised below:

▶ **Blue / Green Infrastructure Option 1: Sustainable Drainage Systems**

At the strategic scale the creation of an enhanced green corridor along the valley of the Bradford Beck was proposed in order to retain areas of floodplain and provide a landscape setting to the Bradford Beck that reduces downstream flood risk. Areas of land alongside the Beck would generally be retained as open space such as playing fields, parks and wildlife areas and the amount of soft landscaping and vegetation would be increased to decrease the amount of run-off.

▶ **Blue / Green Infrastructure Option 2: Sustainable Drainage Systems and Reopening of the Bradford Canal**

Feasibility studies for the reopening of the Bradford Canal were prepared in 2005 and 2007 to examine potential benefits, technical feasibility, operational feasibility, economic appraisal, funding and delivery of the canal. The canal, which opened in 1774, was closed in 1922 and subsequently was infilled except for a few metres at the junction of the Leeds and Liverpool

Canal. The Feasibility Study and Preliminary Design reports suggested that reintroducing the Bradford Canal would be technically and economically (in 2007) feasible and that it would provide a catalyst for regeneration of the Canal Road Corridor, providing a setting in which to stimulate investment in new housing and high quality employment and providing uplift in property values along the length of the SCRC.

Consultation and Provisional Preferred Development Option

As part of the development of the SDF, consultation was undertaken on the options highlighted above. A series of public exhibitions were held between late February and mid March 2012 to engage the public and stakeholders on the growth and development options and proposals for the SCRC. On the basis of comments from local residents, stakeholders and the Council, the decision was taken to structure the strategic development option that would frame the AAP on Development Scenario 3.

In taking a long term view up to 2028, the SDF aligns most closely to the aspirations and time frame of the emerging Core Strategy. This approach has responded to the feedback from the local community and stakeholders, who generally supported Scenario 3. Proposals in regard to transport were based on option 3.

The emerging preferred development option is a framework, which comprises a range of strategic development and infrastructure proposals. The SDF was used to inform the SCRC Issues and Options.

5.2.2 Core Strategy

The growth options considered for the SCRC have been influenced by the quantum of growth considered for the Core Strategy. The preferred development option for the Core Strategy included 3,200 new homes for the Canal Road and 97 ha of employment land for the Regional City of Bradford, which included Sites identified in forthcoming and emerging masterplans including that for the Shipley / Canal Road Corridor (including Manningham). This preferred development option has therefore influenced the amount of development proposed for the SCRC. It should be noted as well that the Core Strategy has been through a number of iterations which proposed different options for growth, all of which has also been subject to Sustainability Appraisal.

5.3 Previous Spatial Development Options Considered

5.3.1 Issues and Options

The 2013 Issues and Options Stage of the AAP the Council considered two options for the spatial development of the SCRC:

- ▶ Option A – Do Nothing; and
- ▶ Option B – Emerging Development Option.

Option A: Do Nothing/Do Minimum

This option represented a continuation of current trends and did not propose any major council-led proposals. That meant that the option promoted the policies and proposals in the current RUDP relating to the SCRC area. In many ways that involved a number of measures aimed at facilitating the regeneration of SCRC that may result in economic and indirect social benefits but primarily it aimed to consolidate the existing land uses. Emphasis is placed upon protection of the existing employment areas, phased development of housing on allocated sites, protection and enhancements of sites of landscape or wildlife interest that include local wildlife areas, allotments and Saltaire World Heritage Site Buffer Zone, and creation of new recreation open space and playing fields. There were no specific allocations for large-scale residential development or any leisure or community uses. However, RUDP policies and proposals relating to Shipley Town Centre encouraged retail-led development and regeneration of the area including city living, office use and leisure facilities. The Valley Road Retail Area also falls within the southern boundary of the SCRC AAP area which promotes mixed use developments including retail, residential and leisure. Overall

this option represented a plan that sets out a framework to consider proposals for development, rather than providing a blueprint for long-term spatial change.

Option B: Emerging Development Option

This option built on the strategic vision and growth aspirations as outlined for the SCRC in the emerging Core Strategy. The Core Strategy has identified SCRC as an area of significant economic and housing growth which will be supported by improved and necessary physical, green and social infrastructure provisions required to deliver sustainable development. This option identified three broad areas of opportunities across the SCRC:

- ▶ Shipley;
- ▶ The Centre Section; and
- ▶ City Centre Fringe.

The proposals outlined within these opportunity areas have also been informed by a range of other evidence bases including the emerging Strategic Development Framework, New Bolton Woods Masterplan other relevant masterplans and strategies.

The emerging development option identified a variety of new land uses including large areas for open and civic spaces, residential development, leisure and business uses as well as new community uses, transport improvements and other mixed use development. This approach also identified critical infrastructure requirements and delivery options to support the planned growth. The key purpose of this emerging development option was to identify strategic projects and spatial development options which will help deliver the overall Core Strategy vision for the SCRC.

At the issues and options stage the emerging development options were shown as broad areas. Detailed boundaries would be identified at the next stage of the AAP, the Publication Draft.

These two options were appraised in the Issues and Options SA report¹⁷ in 2013 and so have not been re-appraised here. The findings of the Issues and Options SA report predicted that in general Option B would have positive impacts (significant positive impacts in some cases, for example in relation to SA objectives 2, 4 and 15) or at worst uncertain impacts (in the case of SA objectives, 5,6,7,8 and 9). Overall the issues and options SA report was broadly supportive of taking forward Option B.

5.4 SCRC AAP Publication Draft Preferred Development Option

As highlighted in section 5.3.1 above, the Issues and Options Stage of the AAP the Council considered two options:

- ▶ Option A – Do Nothing; and
- ▶ Option B – Emerging Development Option.

These options were appraised in the Issues and Options SA Report. Option B, the emerging development option identified three broad areas for growth. The three locations for growth are:

- ▶ Shipley;
- ▶ Centre Section; and
- ▶ City Centre Fringe.

The quantum of growth has also been influenced by the evidence base studies and the overarching growth proposed in the Core Strategy and the areas highlighted for development in the SDF.

¹⁷<http://www.bradford.gov.uk/NR/ronlyres/A8DE1017-ABC0-43C2-B4BF-AD09FC026F45/0/3ShipleyandCanalRoadCorridorAreaActionPlanInitialSustainabilityAppraisal2013.pdf>

The sites which have been included in the SCRC AAP were identified as part of the SDF, the Strategic Housing Land Availability Assessment (SHLAA), a retail and leisure study undertaken for the SCRC and other evidence base work including an employment land review. Sites have also been identified through schemes which have planning approval and new development applications seeking planning permission.

The sites proposed for allocation were tested through the Issues and Options stage of the AAP and refined and new sites added based on the most up to date evidence. **Table 5.1** summarises the sites which have been taken forward for inclusion in the SCRC AAP Publication Draft Report, their proposed use, and the quanta of growth related to each area:

Table 5.1 Preferred Development Options in the SCRC AAP

AAP Site Ref	Proposed Use
Shipley	
STC1	~20 residential units/office/commercial uses on upper floors with retail, commercial and leisure uses (A1-A4) on the ground floor.
STC2	~25 residential units, office and commercial use, with retail and leisure uses (A1-A4) on the ground floor
STC3	Residential - ~50 dwellings.
STC4	~50 residential units, business, hotel and commercial uses, with retail and leisure uses (A1-A5) on the ground floor
STC5	Residential - ~8 dwellings.
STC6	Residential/mixed use – A1/A5, business and ~20 dwellings.
SE1	Residential led mixed use - ~100/~150 dwellings.
SE2	~30 dwellings.
DF1	~114 dwellings and supporting business uses.
DF2	Business, commercial and residential uses.
DF3	~60 residential units, business and commercial
DF4/DF5	~90 dwellings and supporting business uses.
DF6	~93 dwellings.
DF7	~6 dwellings.
DF8	~15 dwellings
DF9	~10 dwellings.
Centre Section	
NBW1	~1100 new dwellings, 300sq metres retail/leisure uses, new primary school, community facilities and employment uses.
NBW2	~42 dwellings.
NBW3	~21 dwellings.
NBW4	~35 dwellings.
NBW5	~50 dwellings, medium density.

AAP Site Ref	Proposed Use
NBW6	~30 dwellings, medium density.
NBW7	~70 residential units
BWQ1	~1000 dwellings, local and retail community uses to meet day to day needs.
City Centre Fringe	
CCF1	~46 dwellings.
CCF2	~16 dwellings, medium/high density.
CCF3	~23 dwellings, medium/high density.
CCF4	~60 dwellings.

5.5 Sustainability Appraisal of the SCRC AAP Publication Draft Preferred Development Option

5.5.1 Sustainability Appraisal of the SCRC Publication Draft Preferred Development Option

The overall approach seeks to promote urban regeneration in the corridor, making best use of existing services and brownfield land (particularly within Shipley Town Centre itself), whilst recognising that as part of a sequential approach, a requirement for greenfield land is necessary in order to deliver the development for the Corridor set out in the Publication Draft.

As set out in **Table 5.1** above, the growth over the plan period is to be delivered within the three development areas off the Corridor – Shipley, the Centre Section and the City Centre Fringe. The process of identification of these areas for growth is set out in sections **5.2** and **5.3** and information about the site identification process in section **5.4**.

A total of 28 site allocations have been considered as part of this SA. All sites were assessed against the 17 SA objectives using tailored assessment criteria, as shown in **Appendix E**. The outcome of the assessment is presented in section **5.5.2** below. Information used to complete the appraisal included GIS information for each site along with information for the location of specific facilities (such as primary and secondary schools, GP practices) and specific receptors (such as water courses, listed buildings or heritage sites). The information provided in the SCRC AAP Publication Draft policies and Proposal Statements have been used to complete the identification and assessment of the mitigation and enhancement measures.

The appraisal of the draft policies is set out in section **5.6** below.

5.5.2 Sustainability Appraisal of Site Allocations

Tables 5.1, 5.2 and 5.3 summarises each of the site assessments, grouped by different types of development. A summary of each site allocated can be found in **Appendix E**.

Residential Allocations

Table 5.2 below summarises the appraisal of the proposed residential sites contained in the AAP. Please note that this is pre-mitigation.

Table 5.2 Residential Site Allocations Appraisal

AAP Ref	SAO1	SAO2	SAO3	SAO4	SAO5	SAO6	SAO7	SAO8	SAO9	SAO10	SAO11	SAO12	SAO13	SAO14	SAO15/SAO16	SAO17
STC3	++/-	0	++	+	0	0/--	+/-	N/A	0	N/A	N/A	N/A	-	+/0	-/++	+/0
STC5	++/0	0	++	+	0	0/--	+/0	N/A	0	N/A	N/A	N/A	0	+/0	0	+/0
DF6	+/-	0	++	+	-/0	-/--	+/0	N/A	-	N/A	N/A	N/A	0	+/0	++/?	+/0
DF7	+/-	0	++	+	-/0	-/--	+/0	N/A	0	N/A	N/A	N/A	0	+/0	0/++	+/0
DF8	+/0	0	++	+	-/0	-/--	+/0	N/A	0	N/A	N/A	N/A	0	+/0	0/++	+/0
DF9	+/0	0	++	+	-/0	-/--	+/0	N/A	-	N/A	N/A	N/A	0	0/+	0/++	+/0
SE2	++/-	0	-	+	0	0/--	+/-	N/A	0	N/A	N/A	N/A	0	+/-	0/++	+/0
NBW2	++/0	0	++	+	-/0	0	+/-	N/A	0	N/A	N/A	N/A	0	+/-	0/-	+/+/0
NBW3	+/-	0	-	+	0	0	+/-	N/A	0	N/A	N/A	N/A	0	+/-	0	+/0
NBW4	+/0	0	++	+	0	0	+/0	N/A	0	N/A	N/A	N/A	0	0/+	0-	+/0
NBW5	+/0	0	++	+	0	-/--	+/-	N/A	--	N/A	N/A	N/A	0	+/0	0	+/0
NBW6	+/-	0	++	+	-/0	0	+/0	N/A	0	N/A	N/A	N/A	0	+/0	0/-	+/+ +/0
NBW7	+/0	0	++	+	0	0	+/-	N/A	0	N/A	N/A	N/A	0	0/--	0	+/+/0
BWQ1	+/-	++	++	++	--/0	0	+/-	N/A	0	N/A	N/A	N/A	0	0/--	0	+/+/0
CCF1	+/0	0	-	+	--/0	-/0	+/-	N/A	0	N/A	N/A	N/A	0	+/-	0/++	+/+/0
CCF2	+/0	0	-	+	0	-/0	+/-	N/A	0	N/A	N/A	N/A	0	+/-	0/++	++/0
CCF3	+/0	0	+/-	+	0	-/0	+/-	N/A	0	N/A	N/A	N/A	0	0/--	0/++	++/0
CCF4	+/0	0	++	+	0	0	+/0	N/A	--	N/A	N/A	N/A	0	+/0	-/++	++/0

*Please note that where there is more than one score against an objective (for example a double negative / neutral) that it reflects the scores of individual subcomponents which have been assessed in appraising the allocated site against the SA objectives.

The sites allocated for residential uses have a mixture of positive and negative impacts on the SA objectives.

The allocations have a mixture of positive and negative impacts on objective 1 given that some sites will have an adverse impact on the highway network but others sites have good access to and are well served by public transport, which will help to increase use of sustainable modes of transport.

The majority of the residential sites will help to deliver urban regeneration and therefore have significant positive impacts on objective 3. All of the allocations have a positive impact on objective 4 as they will help to meet local housing need and for the larger site allocations there will be 20% affordable which will help to provide everyone with the opportunity to live in a decent affordable home.

There are largely neutral impacts on objective 13 except for one allocated residential site and the same applies to objective 15 as this one site would result in the partial loss of an industrial site, which will have minor negative economic impacts.

A number of the housing sites are within 800m of a key employment site and therefore these allocations will help to ensure that local people have access to satisfying opportunities for employment and occupation, which will also help to strengthen and sustain a resilient local economy. Thus there is a significant positive impact from these allocations on objectives 15 and 16.

As it has not been possible to devise specific site level assessment criteria for SA objectives 8, 10, 11 and 12 the residential allocations have not been assessed against these objectives.

Some of the residential sites will have significant negative impacts on objective 7 given that there will be a loss of open space through the development of this housing. There are also two sites which scores significant negative against objective 9, and three others minor negatives as these sites are in an area at risk of flooding.

Post Assessment Mitigation and Proposal Statement Enhancement

It is anticipated that the likely significant adverse effects, on these SA objectives could be mitigated through the application of other policies in the AAP and within the Core Strategy and at the individual planning application stage, when detailed design and mitigation measures will also be considered (such as site layout, design and access and the incorporation of ecological enhancement measures, including open space, and Sustainable Drainage Systems (SuDS)).

Table 5.3 below identifies those specific sites which were assessed as giving rise to significant negative impacts against SA objectives in the assessment. These have been considered against the other policies in the AAP in order to determine whether, through the identification of appropriate mitigation, the likely significant effects could be adequately addressed and, where through direction contained in the Proposal Statement, the positive performance of the site against the SA objectives could be enhanced.

Table 5.3 Likely Significant Effects of Residential Site Allocations

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / identification of appropriate mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
STC3	SA01	Development of the site would require a new access to be constructed to adoptable standards for adoption by the Highway Authority.	Detailed design of junction arrangement to be discussed and agreed with Highway Authority, having regard to requisite highway design criteria in order to achieve a satisfactory access.	Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Vehicular access is from Station Road which is currently an unadopted road which would need to be brought up to adoptable standards for the Highway Authority to support any development proposals.	N/A
STC3	SA06	Development could impact on protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
STC3	SA07	Open space could be lost as the site is located in a green corridor.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A
STC5	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF6	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF7	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / identification of appropriate mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
DF8	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF9	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
SE2	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
SE2	SA07/SA 14	Amenity greenspace would be lost	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A
NBW 2	SA07/SA014	Amenity greenspace would be lost	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A
NBW3	SA07 SA014	Natural/semi natural greenspace would be lost	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. Development should retain the pedestrian link between Thornhill Avenue and St.Laurence's Close.	N/A
NBW5	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	The site is identified as an opportunity for ecological enhancement including green roofs and native orchard /meadow creation in the Ecological Assessment.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / identification of appropriate mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
NBW5	SA07	Natural/semi natural greenspace would be lost.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A
NBW5	SA09	Site is located in Flood Zone 2 and 3a.	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	Development will be expected to be supported by a site specific flood risk assessment.	N/A
NBW6	SA01	The existing site access is not capable of serving a residential development and if it were to be used, it would require physical works to bring it up to adoptable standards.	Detailed design of junction arrangement to be discussed and agreed with Highway Authority, having regard to their highway design criteria in order to achieve a satisfactory access	The existing site will need to be brought up to adoptable standards as a traditional estate road.	N/A
NBW7	SA07/14	Natural/semi natural greenspace would be lost	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed	N/A
BWQ1	SA01	Size of proposed development will result in significant adverse impacts on the local highway network	Specific transport improvements are proposed within the AAP to facilitate development of the site. Preparation of a TA and Travel Plan will identify likely impacts and propose appropriate mitigation to address potential adverse impacts	Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. The development will be expected to provide new/alternative sustainable transport solutions, to ensure the site is sustainable and to minimise traffic impacts.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / identification of appropriate mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
BWQ1	SA05	Development could adversely impact on listed building and registered park and garden.	Policy SCRC/NBE5 states that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.	Development should ensure elements which contribute to the character or setting of Grade II* Listed Bolton Old Hall and Bolton Old Hall Cottage are preserved. This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals should have regard to the potential impact upon any important views from this Registered landscape.	N/A
BWQ1	SA07/SA 14	Site has a range of open space that could be lost.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Proposals will be expected to: <ul style="list-style-type: none"> ▶ Integrate with new and existing communities and provide safe and attractive links to New Bolton Woods, surrounding communities and significant areas of green space; and ▶ Demonstrate how the scheme connects to surrounding communities and relates to future development New Bolton Woods. 	N/A
CCF1	SA05	Site is located adjacent to registered park and garden.	Policy SCRC/NBE5 states that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.	No specific enhancements proposed.	N/A
CCF2	SA07/SA14	Site has a range of open space that could be lost.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Development will be expected to protect the ecological corridor and Bradford Wildlife Area to the west of the site and link to the Green Corridor to the north.	N/A
CCF3	SA07/SA14	Site has a range of open space that could be lost.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Development will be expected protect the ecological corridor and Bradford Wildlife Area to the west of the site.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / identification of appropriate mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
CCF4	SA09	Site is located in Flood Zone 3	<p>Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already allocation for those uses should be supported by a flood risk sequential test.</p> <p>Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.</p>	<p>Development proposals will be expected to be supported by a site specific flood risk assessment and include the following measures:</p> <ul style="list-style-type: none">▶ The identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and▶ The implementation of flood mitigation measures on the ground floor.	N/A

Proposed Mitigation

Those sites that were appraised as having a likely significant negative effect against SA Objective SA01 did so due to concerns over the ability to create a suitable access to and from the site and whether, as a result, the proposed development would have an adverse impact on the local highway network. Any new access would need to be brought forward in accordance with the Highway Authority's design criteria in order that any new road would be capable of adoption by the Highway Authority and maintained at the public expense. Likewise, the impact of the proposed developments on the highway network would need to be assessed through a Transport Assessment as required by Policy SCRC/ST3, and appropriate mitigation proposed as a result. Due to the scale of development, with the exception of Site BWQ, it is considered that any such improvements could be secured by way of a Section 278 Agreement. For Site BWQ1, specific highway improvements are planned by the Council/Highway Authority in order to facilitate the development of this site and therefore it is considered that it will be appropriately mitigated and hence would not have an adverse impact on the local highway network.

The sites that were appraised as having a likely significant negative effect on SA Objective SA06 would need to accord with Policy SCRC/NBE4. This states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors. As such, the effect on biodiversity could be mitigated as a direct result of Policy SCRC/NBE4.

The sites that were appraised as having a likely significant negative effect on SA Objective SA07 would need to accord with Policy SCRC/HSC2. Consequently, any proposal that resulted in the loss of open space would be required to provide suitable alternative public amenity space on site or contribute to offsite improvements as part of any redevelopment. As such, the loss of open space could be mitigated as a direct result of Policy SCRC/HSC2.

Finally, the site that was appraised as having a likely significant negative effect against SA Objective SA09, would require a site specific Flood Risk Assessment to ascertain what part of the site is at risk from flooding and to identify flood risk mitigation measures. Consequently, it is considered that development at the site could be directed to those parts that were not at risk of flooding, or which through the implementation or appropriate mitigation could reduce the potential for flooding.

Proposed Enhancement Measures

The two most common sustainability objectives that sites were scored as having significant likely effects were against SA01 and SA07 (highway impacts and loss of public open space). The post assessment enhancements identified a number of specific highway improvements that could be implemented to address the concerns, and although the Proposal Statements for the various sites does not state it, new open space and public realm works could be provided within new development. In addition, objective SA09 was scored as a significant likely effect although the submission of a site specific flood risk assessment would address this. Consequently, it is considered that the enhancement measures proposed in the Proposal Statement would be adequate to address the significant likely effects that have been identified.

Conclusions

Where sites have scored significant negative effects, the policies of the AAP would ensure that these are fully assessed and that appropriate measures could be identified to mitigate these impacts. Consequently, those sites that scored significant negatives against the SA objectives could still be considered suitable for allocation within the AAP.

Mixed Use Allocations

Table 5.4 Mixed Use Site Allocations Appraisal

AAP Site Ref	SA01	SA02	SA03	SA04	SA05	SA06	SA07	SA08	SA09	SA10	SA11	SA12	SA13	SA14	SA15/SA16	SA17
STC6	++/--	0	++	+	-/0	-/--	+/0	N/A	0	N/A	N/A	N/A	0	0/+	0/+	+/0
DF1	+/--	0	++	++	-/0	-/--	+/--	N/A	0	N/A	N/A	N/A	0/?	+/--	++/+/?	+/0/?
DF2	++/-	0	++	+/?	--/0	-/--	+/--	N/A	--	N/A	N/A	N/A	0	+/--	++/+/?	+/0/?
DF3	++/0	0	++	+/?	--/0	-/--	+/0	N/A	0	N/A	N/A	N/A	0	+/0	+/?/++	+/0/?
DF4/5	++/-	0	++	+/0	-/0	-/--	+/--	N/A	--	N/A	N/A	N/A	0	+/--	+/?	+/0
SE1	++/--	0	+/-	++	-/0	-/--	+/--	N/A	--	N/A	N/A	N/A	-	+/--	+/?/++	+/0/?
NBW1	++/--	++	+/-	++	-/0	-/0	+/--	N/A	--	N/A	N/A	N/A	0	+/--	++/+/?	+/?/++

*Please note that where there is more than one score against an objective (for example a double negative / neutral) that it reflects the scores of individual subcomponents which have been assessed in appraising the allocated site against the SA objectives.

The sites allocated for mixed use allocations have a mixture of positive and negative impacts on the SA objectives. The majority of the sites will help to deliver urban regeneration and therefore have significant positive impacts on SA objective 3. Some of the mixed use sites also include housing and so there will be significant positive impacts on objective 4. There will also be some significant positive impacts in part on objectives 15 and 16.

The majority of the mixed use allocations will help to strengthen and sustain a resilient local economy in the Corridor and create local job opportunities and therefore there are significant positive impacts on objectives 15 and 16. The New Bolton Woods site will help to create a new vibrant community and this will have a significant positive impact on objective 17. All the rest of the mixed use allocations will help to have minor positive impacts on objective 17.

As the majority of these sites are in areas at risk of flooding there are likely significant negative impacts from the majority of the mixed use allocations on objective 9. There is a mixture of positive and significant negative impacts on objectives on objective 14 due to loss of open space (notwithstanding that policy HSC2 requires that major new residential developments will be required to provide for new or improved open space and recreation facilities).

Those sites that have been appraised as having likely significant negative effects against the SA Objectives have been considered further to determine whether the site context or the other policies of the AAP can mitigate the identified effects.

Post Assessment Mitigation and Proposal Statement Enhancement

It is anticipated that the potential adverse effects, on these SA objectives could be mitigated through the application of other policies in the AAP and within the Core Strategy and at the individual planning application stage, when detailed design and mitigation measures will also be considered (such as site layout, design and access and the incorporation of ecological enhancement measures, including open space, and Sustainable Drainage Systems (SuDS)).

Table 5.5 below identifies those specific sites which were assessed as giving rise to significant negative impacts against SA objectives in the assessment. These have been considered against the other policies in the AAP in order to consider whether, through the identification of appropriate mitigation, the likely significant effects could be adequately addressed and, where through direction contained in the Proposal Statement, the positive performance of the site against the SA objectives could be enhanced.

Table 5.5 Likely Significant Effects of Mixed Use Allocations

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
STC6	SA01	Cumulative impact of residential and retail development at the site could result in an adverse impact on the highway.	Policy SCRC/ST3 requires new developments that generate significant amounts of traffic movements to submit a Travel Assessment (TA) and Travel Plan and to look at options for making best use of sustainable transport options. TA and Travel Plan will assess impact and appropriate mitigation can be identified accordingly.	Improvements to pedestrian and cycle links through the site and along Briggate to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.	N/A
STC6	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed	N/A
DF1	SA01	Cumulative impact of residential and retail development at the site could result in an adverse impact on the highway.	Policy SCRC/ST3 requires new developments that generate significant amounts of traffic movements to submit a Travel Assessment (TA) and Travel Plan and to look at options for making best use of sustainable transport options. TA and Travel Plan will assess impact and appropriate mitigation can be identified accordingly.	The site is located outside the town centre in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.	N/A
DF1	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	Proposals should provide improvements to green infrastructure including; retention and enhancement of green corridors and habitat networks alongside the Leeds and Liverpool Canal, and incorporate on site amenity space and wildlife areas.	N/A
DF1	SA14/SA07	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Proposals to provide improvements to green infrastructure including; retention and enhancement of green corridors and habitat networks alongside the Leeds and Liverpool Canal, and incorporate on site amenity space and wildlife areas.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
DF2	SA05	The site is located within the Leeds and Liverpool Conservation Area, and is close to some listed buildings. Development of the site could result in an adverse impact on these heritage assets.	Policy SCRC/NBE5 states that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.	The site lies on the opposite side of the valley to the Grade II Listed Junction Bridge and key unlisted building Junction House. Redevelopment of the site will be expected to safeguard and enhance the setting of Leeds and Liverpool Canal conservation area and key heritage assets including the aforementioned.	N/A
DF2	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF2	SA09	Site is located in Flood Zone 2 and 3	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already an allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	No specific enhancements proposed.	N/A
DF2	SA07/14	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
DF3	SA05	The site is located within the Leeds and Liverpool Conservation Area, and is close to some listed buildings. Development of the site could result in an adverse impact on these heritage assets.	Policy SCRC/NBE5 states that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.	The site lies on the opposite side of the valley to the Grade II Listed Junction Bridge and key unlisted building Junction House. Redevelopment of the site will be expected to safeguard and enhance the setting of Leeds and Liverpool Canal conservation area and key heritage assets, including the former Shipley and Windhill Railway Station and Pumping Station, which should be retained and integrated into the proposed redevelopment site.	N/A
DF3	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF4	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	Proposals should provide improvements to green infrastructure and ecological assets including; enhancement of adjacent water ways and habitat networks and incorporate on site amenity space and wildlife areas alongside the and Bradford Beck and River Aire.	N/A
Df4	SA09	Site is located in Flood Zone 2 and 3	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already an allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	Dockfield Road North (DF4) is identified as being at significant risk from the River Aire with the majority of the site located in the functional flood plain (flood zone 3b). As part of any comprehensive redevelopment of these sites, more vulnerable uses including residential should be directed to Dockfield Road South (DF5) and areas of lower flood risk. Any business or other less vulnerable uses should be located on the Dockfield Road North, safeguard the functional floodplain.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
Df4	SA07/14	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Proposals should provide improvements to green infrastructure and ecological assets including; enhancement of adjacent water ways and habitat networks and incorporate on site amenity space and wildlife areas alongside the and Bradford Beck and River Aire.	N/A
DF5	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	No specific enhancements proposed.	N/A
DF5	SA09	Site is located in Flood Zone 2 and 3	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already an allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	No specific enhancements proposed.	N/A
DF5	SA07/14	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	No specific enhancements proposed.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
SE1	SA01	Cumulative impact of residential and retail development at the site could result in an adverse impact on the highway.	Policy SCRC/ST3 requires new developments that generate significant amounts of traffic movements to submit a Travel Assessment (TA) and Travel Plan and to look at options for making best use of sustainable transport options. TA and Travel Plan will assess impact and appropriate mitigation can be identified accordingly.	This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks. Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network and Shipley Town Centre. Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.	N/A
SE1	SA06	Development could impact on protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	The development will be expected to provide significant improvements to green infrastructure as part of the Linear Park including; protection and enhancement of green corridors and habitat networks alongside the Bradford Beck, the creation of new open space and wildlife areas and improvements to the quality and setting of Bradford Beck.	N/A
SE1	SA09	Site is located in Flood Zone 2 and 3	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already an allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	Development will be expected to be supported by a site specific flood risk assessment.	N/A
SE1	SA07/14	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Proposals will be expected to enhance built form and public realm with a strong frontage to Leeds Road to create an enhanced gateway to Shipley and the World Heritage Site of Saltaire.	N/A

AAP Ref	SA Objective/s	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
NBW1	SA01	Cumulative impact of residential and retail development at the site could result in an adverse impact on the highway.	Policy SCRC/ST3 requires new developments that generate significant amounts of traffic movements to submit a Travel Assessment (TA) and Travel Plan and to look at options for making best use of sustainable transport options. TA and Travel Plan will assess impact and appropriate mitigation can be identified accordingly.	Development will be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks. Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.	N/A
NBW1	SA09	Site is located in Flood Zone 2 and 3	Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are risk of flooding and not already an allocation for those uses should be supported by a flood risk sequential test. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.	Parts of the site are located within flood zone 2, 3 and the functional floodplain. Any development proposals on this site must be supported by a Site Specific Flood Risk assessment. Development will be expected to <ul style="list-style-type: none"> - take a sequential approach to site layout and within the site boundary to direct development to areas of lowest flood risk - safeguard areas of the functional flood plain (flood zone 3b) for green infrastructure and water management - be supported by a site wide drainage strategy, based on sustainable drainage principles. 	N/A
NBW1	SA07/14	Open space would be lost as a result of the development.	Policy SCRC/HSC2 requires major residential development to provide for new or improved open space and recreation facilities on site. Any loss of open space could therefore be mitigated through the provision of an appropriate level of replacement of open space on site to compensate for the loss.	Development should provide significant improvements to green infrastructure and will be expected to: <ul style="list-style-type: none"> - support the delivery of the Linear Park and protect and enhance green spaces running alongside the Bradford Beck, between Gaisby Lane and Poplar Road. Proposals should retain a green corridor which safeguards areas of higher flood risk, the Canal Road Greenway and the proposed route for the Bradford Canal. - protect and enhance wildlife networks and woodlands around Poplar Park Farm Bradford Wildlife Area (BWA) and on the hillside north of Poplars Park Road and contribute to enhancing the Daleways Link - positively respond to and enhance the setting of Bradford Beck as a key waterway and wildlife corridor utilise Sustainable Urban Drainage methods which maximise green infrastructure and ecological benefits and provide new water features, where practicable - include adequate provision for the long term management and maintenance of green spaces, play areas and the Bradford Beck within the development. 	N/A

Proposed Mitigation

The mixed use sites were appraised as having a likely significant negative effect against SA objectives SA09 and SA14. Objective SA09 can be addressed through Policy SCRC/HSC2, which requires all new residential developments to provide new or improved open space and recreational facilities on site or contribute to off site improvements. Similarly, Policy SCRC/CC1 states that all proposals for housing and other vulnerable uses on sites that are at risk of flooding and not already allocated for those uses should be supported by a flood risk sequential test. The Policy therefore requires flood risk to be considered as part of any development proposal and for appropriate mitigation to be identified if a site is at risk from flooding.

Proposed Enhancement Measures

A number of sites were assessed as having significant likely effects against SA objectives 1, 5, 6 7, 9 and 14. In respect of objective 1, highway impacts would be fully assessed by way of a Transport Assessment submitting in support of a planning application, which would identify any necessary mitigation to address the potential impact that may arise.

In respect of SA objective 5, a number of the sites are located in close proximity to either conservation areas, listed buildings or registered park and gardens. As such, the impact of the development on these would need to be fully assessed and the design of any scheme amended so that it does not affect the character or setting of these heritage assets or conservation areas.

In respect of SA objective 6, a number of the sites have potential to accommodate protected species. Whilst specific enhancements are not set out in the Proposal Statement for each, the potential for protected species to be present can be assessed as part of the planning application process and suitable mitigation identified if they are found to be present on site.

Those sites which are located in Flood Zones 2 and 3 will require a site specific flood risk assessment to be undertaken in order to direct development to those parts of the site at lower risk of flooding for example. Finally, in respect of the loss of open space, all proposals will be required to provide new public open or amenity space within the site and therefore any loss of existing open space can be compensated for.

Therefore, the proposed enhancements will be sufficient to adequately address the likely significant effects that have been identified and should result in the sustainable development of each site.

Conclusions

As per the proposed residential allocations, where sites have been appraised as having likely significant negative effects, the policies of the AAP would ensure that these are fully assessed and that appropriate measures could be identified to mitigate these impacts. Consequently, those sites that have been identified as having likely significant negative effects against the SA objectives could still be considered suitable for allocation within the AAP.

Town Centre Allocations

Table 5.6 Town Centre Allocations Appraisal

AAP Site Ref	SA01	SA02	SA03	SA04	SA05	SA06	SA07	SA08	SA09	SA10	SA11	SA12	SA13	SA14	SA15/SA16	SA17
STC1	++/-	0	++	+/?	0	0/--	+/0	N/A	0	N/A	N/A	N/A	0	0/+	+/?/0	+/0
STC2	++/0	0	++	+	0/-	0/--	+/-	N/A	0	N/A	N/A	N/A	0	0/+	+/?/0	+/0

AAP Site Ref	SA01	SA02	SA03	SA04	SA05	SA06	SA07	SA08	SA09	SA10	SA11	SA12	SA13	SA14	SA15/SA16	SA17
STC4	++/0	+/?	++	+	0	0/--	+/0	N/A	0	N/A	N/A	N/A	0	0/+	+/?/0	+/0

*Please note that where there is more than one score against an objective (for example a double negative / neutral) that it reflects the scores of individual subcomponents which have been assessed in appraising the allocated site against the SA objectives.

The town centre allocations will primarily have impacts on SA objective 3 given that the development of these sites will help to regenerate Shipley Town Centre; as such there are therefore significant positive impacts from these allocations on this objective.

There will also be minor positive impacts in part on objectives 7, 14 and 17 through the redevelopment of these sites given that there will be opportunities to use existing healthcare facilities in Shipley Town Centre and other key services (and also provide new services through the development of these sites) which will help to sustain a vibrant and cohesive community in Shipley.

The town centre allocations will have significant negative impacts in part on objective SA01 due to the site access for site STC1. In relation to SA06 due to proximity a potential impact on ecology and SA07 due to loss of open space.

Those sites that have been appraised as having likely significant negative effects against the SA Objectives have been considered further to determine whether the site context or the other policies of the AAP can mitigate the identified effects.

Post Assessment Mitigation and Proposal Statement Enhancement

It is anticipated that the potential adverse effects, on these SA objectives could be mitigated through the application of other policies in the AAP and within the Core Strategy and at the individual planning application stage, when detailed design and mitigation measures will also be considered (such as site layout, design and access and the incorporation of ecological enhancement measures, including open space, and Sustainable Drainage Systems (SuDS)).

Table 5.7 below identifies those specific sites which were assessed as giving rise to significant negative impacts against SA objectives in the assessment. These have been considered against the other policies in the AAP in order to consider whether, through the identification of appropriate mitigation, the likely significant effects could be adequately addressed and, where through direction contained in the Proposal Statement, the positive performance of the site against the SA objectives could be enhanced.

Table 5.7 Likely Significant Effects of Town Centre Allocations

AAP Ref	SA Objective	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
STC1	SA01	Access to the site is tight and therefore there could be significant adverse highway impacts through the development of this site.	<p>Policy SCRC/ST1 states that</p> <p>A. The council will work with partners, stakeholders and developers to maintain transport assets and support the delivery of transport improvements and infrastructure required to accommodate the growth identified in the AAP.</p> <p>B. The environmental impact of transport proposals should be fully considered, and schemes will be expected to include appropriate mitigation measures to avoid or reduce any adverse impacts. Major Transport schemes will be expected to take opportunities to enhance green infrastructure, biodiversity and habitat networks along the Corridor in line with Policy SCRC/NBE4 Biodiversity and Ecology and Policy SCRC/NBE1 Green Infrastructure.</p>	<ul style="list-style-type: none"> - The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel - Plan taking into account the adjacent core public transport, cycling and walking networks. - Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Any vehicular access should be as existing from New Kirkgate, direct access from Kirkgate would be unacceptable. - The existing on-site parking serves an important function in this locality and replacement short stay public parking should be incorporated into the development. Due to the site's location development would be expected to justify any level of long duration parking provision. 	N/A
STC1	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	<p>Development proposals for the site should:</p> <ul style="list-style-type: none"> - Make provision for a building which is a landmark in the town centre. This could include the retention of the existing building, or elements of it, as part of the scheme. - Ensure any new building is an appropriate scale in terms of contributing to a sense of enclosure to the Market Square and responds sensitively to its setting in the World Heritage Site buffer zone. - Provide an improved gateway to the town centre for those arriving from Saltaire or the Leeds and Liverpool Canal. - Utilise opportunities above ground floor level to create a mix of business, commercial and residential uses and maintain active ground floor uses appropriate to the Primary Shopping Area, fronting Market Square and Westgate. 	N/A

AAP Ref	SA Objective	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
				<ul style="list-style-type: none"> - Contribute to appropriate and proportionate public realm enhancements along Westgate and Kirkgate and seek to enhance pedestrian links between Market Square and Westgate. 	
STC2	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	<p>Development will be expected to:</p> <ul style="list-style-type: none"> - Strengthen the Primary Shopping Area and Market Square as a focus for the town centre; - Improve vehicular access and the quality of parking areas in the town centre; - Retain and enhance Shipley market, in accordance with Policy SCRC/SE6 Market Provision - Be of high quality design to reconnect the town centre with its quality-built heritage and enhance the setting of Saltaire include new and enhanced green infrastructure assets within the town centre. <p>Transport and Movement</p> <ul style="list-style-type: none"> - The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks. - Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. - Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. 	
STC2	SA07	Open space could be lost through the development of this site.	Appropriate compensatory mitigation can be identified and applied through the planning application process to	<p>Development will be expected to:</p> <ul style="list-style-type: none"> - Strengthen the Primary Shopping Area and Market Square as a focus for the town centre; - Improve vehicular access and the quality of parking areas in the town center; 	N/A

AAP Ref	SA Objective	Description of Significant Effect/s	Assessment against Relevant Policies / Identification of Appropriate Mitigation	Potential Proposal Statement Enhancements	Proposal Statement Modifications
				<ul style="list-style-type: none"> - Retain and enhance Shipley market, in accordance with Policy SCRC/SE6 Market Provision; and - Be of high quality design to reconnect the town centre with its quality-built heritage and enhance the setting of Saltaire include new and enhanced green infrastructure assets within the town centre. 	
STC4	SA06	Development could impact upon protected species.	Policy SCRC/NBE4 states that development will be expected to minimise adverse impacts on biodiversity and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	<p>Development will be expected to:</p> <ul style="list-style-type: none"> - Respond to its gateway position and create a strong relationship with the rest of the town centre, in particular Market Square. - Provide active ground floor uses where possible to all public frontages, as appropriate within the town centre and utilise opportunities above ground - Floor level to create a mix of business, commercial and residential uses - Respond positively to buildings in use along Otley Road/Dale Street, and - Work with adjoining land owners to deliver a comprehensive scheme <p>Transport and Movement</p> <ul style="list-style-type: none"> - The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks. - Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. - Improvements to pedestrian and cycle links within and through the site to existing networks, including along Market Street between Market Square and Otley Road, would help connect the development to the station and Market Square and encourage walking and cycling. 	

Proposed Mitigation

The town centre allocations were appraised as having a likely significant negative effect in part against SA objective 06. Objective SA06 can be addressed through Policy SCRC/NBE5 which states that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.

Proposed Enhancement Measures

The three town centre sites were assessed as having significant negative impacts in relation to objectives 1, 6 and 7.

For objective 1, development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network, which will help to mitigate any adverse highway impacts.

In respect of SA objective 6, a number of the sites have potential to accommodate protected species. Whilst specific enhancements are not set out in the Proposal Statement for each, the potential for protected species to be present can be assessed as part of the planning application process and suitable mitigation identified if they are found to be present on site.

In respect of SA objective 7, there is potential for the development of one town centre site to result in the loss of open space. However, Development of this site would be expected to be of high quality design to reconnect the town centre with its quality built heritage and enhance the setting of Saltaire include new and enhanced green infrastructure assets within the town centre.

Therefore, the proposed enhancements will be sufficient to adequately address the likely significant effects that have been identified and should result in the sustainable development of each site.

Conclusions

As per other site allocations in the plan, where the town centre sites have been appraised as having likely significant negative effects, the policies of the AAP would ensure that these are fully assessed and that appropriate measures could be identified to mitigate these impacts. Consequently, those sites that have been identified as having likely significant negative effects against the SA objectives could still be considered suitable for allocation within the AAP.

5.6 Sustainability Appraisal of Draft Policies

Table 5.7 below summarises the results of the appraisal of the policies by showing anticipated effects of the draft policies grouped by thematic topic. The effects are described in more detail in the text following the table with the full policy appraisals contained in **Appendix D**.

Table 5.8 Summary of Policy Appraisals by Topic Area

SA Objective	Housing	Economy	Transport	Mitigating and Adapting to Climate Change	Environment	Improved Health and Wellbeing
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	+/-	+/-	+	+	+	+
2. To improve the quality, range and accessibility of community services and facilities.	0	+	+	0	+	++
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	+	+	+	+	++	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	++	+	0	0	0	0
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	+	+	+	0	++	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	+	+	+	0	++	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	+/-	+/-	+	0	+	++
8. To maintain and improve soil and water quality.	+	+	+	+	++	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	0	0	0	+	+	0

SA Objective	Housing	Economy	Transport	Mitigating and Adapting to Climate Change	Environment	Improved Health and Wellbeing
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	-	-	-	+	0	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	+	+	+	++	++	+
12. To reduce air pollution and ensure air quality continues to improve.	0	-	+/?	+	+	0
13. To minimise noise pollution, especially around land use interfaces.	0	0	0	0	0	0
14. To improve health, reduce health inequalities and promote healthy living.	+	+	+/?	+	+	++
15. To strengthen and sustain resilient local economy.	0	++	+	0	0	0
16. To ensure local people have access to satisfying opportunities for employment and occupation	0	++	+	0	0	0
17. To help create and sustain safe, vibrant and cohesive communities.	+	+	+	+	+	+

Housing Policies

The housing policies have a number of positive impacts, particularly with regard to amount of new housing that will be delivered, the provision of high quality housing and range of different housing types and the affordable housing requirements set out, all of which will help to meet the needs of the population of the SCRC.

The new housing will help to support urban regeneration through redevelopment of sites in and around Shipley, and delivery on housing sites in the City Centre Fringe. New sustainable neighbourhoods will be created on the New Bolton Woods and Bolton Quarry sites. The development of larger housing schemes such as these offers greater potential to deliver specialist housing products e.g. for the elderly or disabled and a greater proportion of affordable housing, which will further enhance the positive impacts of the housing.

The housing policies will, in conjunction with those policies relating to the environment, help to have positive effects on the environment. In particular there will be opportunities to improve green infrastructure and deliver ecological enhancements as part of new housing developments. There will also be opportunities to deliver new areas of open space, which not only have positive environmental impacts but can help with flood storage and help to improve health through increased exercise. However, as the AAP acknowledges, the AAP area is 'currently a green corridor, with almost 50% of the AAP comprised of green infrastructure assets. It is recognised that existing green infrastructure assets will be reduced as future development takes place. However, future development can support the delivery of new and enhanced green infrastructure in the Corridor. To support Urban Eco Settlement ambitions, the AAP will aim to ensure approximately 40% of the AAP area is retained as greenspace'.

Given the significant efforts in the plan to mitigate flooding, particularly through the requirements of Policy CC1 it is considered that overall impacts upon flooding are neutral, although it is noted that there will be a level of uncertainty until planning applications come forward.

There will be a minor negative effect in relation to waste. In conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. However, given the scale of housing proposed there will be an overall increase in waste and therefore a minor negative impact.

It will be important that infrastructure is provided alongside the delivery of this new housing to ensure that new housing developments are as sustainable as possible, for example in relation to the phasing of public transport improvements, and the fact that there is limited capacity at Dockfield Sewer Pumping Station at Shipley which could be a constraint for future development in this area.

Economy Policies

The economic policies generally have positive effects or at worst neutral or uncertain impacts on the SA objectives. Most of the policies have positive effects on the economy and employment SA objectives (which would be expected) since the policies seek to make the SCRC more economically competitive, create jobs, and encourage investment in the Corridor, set out what economic development will include and its location and seek to achieve sustainable economic growth.

The economic policies will help to revitalise the Shipley Town Centre, as well as the Canal Road Employment zone and Valley Road retail area which will help to make the plan inherently more sustainable as these areas are already developed with existing transport access (notwithstanding planned transport improvements). Improving the quality and range of services in these places will make a significant positive difference to the population of the SCRC.

Implementation of the economic policies alongside the environmental policies will help to ensure that economic growth does not have any adverse environmental effects and helps to protect the environment of the SCRC. However, the reality of economic growth is an increase in car and HGV use which would lead to an increase in vehicle emissions. This would have negative impacts in relation to air quality and could exacerbate air quality issues in existing management areas, which would also impact on human health. However, the overall impact of this would be mitigated by the transport policies (ST1 –ST6).

Given the significant efforts in the plan to mitigate flooding, particularly through the requirements of Policy CC1 it is considered that overall impacts upon flooding are neutral, although it is noted that there will be a level of uncertainty until planning applications come forward.

There will be a minor negative effect in relation to waste. In conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of onsite aggregate etc. However, there will be an overall increase in waste associated with economic growth and therefore a minor negative impact.

Transport Policies

The transport policies have mostly positive, or at worst, neutral effects on the SA objectives. The transport policies seek to bring about a modal shift in transport use to more sustainable forms of transport. This will have environmental benefits in relation to air quality and alleviating the adverse consequences of climate change through reducing car journeys.

There are positive effects on a number of the environmental objectives given that policy ST1 requires that the environmental impacts of new transport development are fully considered and mitigated. Furthermore implementation of the transport policies alongside the environmental policies will help to protect heritage (particularly important in the case of Saltaire WHS) and biodiversity. There will also be opportunities to deliver green infrastructure improvements and ecological enhancements identified.

The policies will have positive health impacts since they will help to reduce vehicle emissions and also through support for walking and cycling. Improving health and well-being will also help to build social cohesion and improve the quality of life for all residents in the SCRC.

As transport investment is linked in to the Regional Transport Strategy and Local Transport Plan this should help to meet wider Leeds City Region needs. The policies will also help to regenerate deprived areas by improving public transport connectivity in poorly serviced areas of the SCRC. This will have other positive spin off benefits such as better access to jobs, schools and healthcare.

The highway improvements outlined in Policy ST1 and the delivery of over 3,100 new homes, coupled with economic growth will inevitably lead to an increase in traffic generation (which may well be substantial), which would have effects in relation to vehicle emissions and in turn air quality, climate change and also congestion. The overall objectives of the transport policies will help to reduce increase demand for car use to an extent, but the amount of growth proposed will result in overall increase in car and HGV use.

It will be important that the transport improvements outlined are phased to ensure that such improvements are in place for new development to make use and to help maximise the benefits of such improvements.

Given the significant efforts in the plan to mitigate flooding, particularly through the requirements of Policy CC1 it is considered that overall impacts upon flooding are neutral, although it is noted that there will be a level of uncertainty until planning applications come forward.

Mitigating and Adapting to Climate Change

Policy CC1 will help to manage and reduce the risks of flooding in the SCRC. This is important given that parts of Shipley and the Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the Corridor, the AAP area also contains areas where surface water flooding is an issue. Given the significant efforts in the plan to mitigate flooding, particularly through the requirements of Policy CC1 it is considered that overall impacts upon flooding are neutral, although it is noted that there will be a level of uncertainty until planning applications come forward for example with housing or economic development.

However, the detailed assessment of the site allocations has considered flood risk and noted that sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2.

Policy CC2 will help to conserve and enhance resources, achieve highest standards of sustainability and sustainable design and this will have significant positive impacts in relation to urban regeneration, delivering

good quality housing and creating vibrant communities. Good design will be particularly welcome in relation to the delivery of development with the Saltaire WHS buffer zone.

Environment Policies

The environmental policies will help to have positive effects on the majority of the SA objectives. The policies will help to protect heritage and in particular help avoid adverse impacts on Saltaire WHS both from the design requirements in NBE6 and the requirements of policy NBE5. Given the importance and value of Saltaire protecting this WHS from adverse impacts will be particularly important.

Biodiversity will be protected and where possible enhanced through a number of the environment policies. There will be opportunities to enhance green infrastructure and deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC. The Green Infrastructure study undertaken notes that the potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality).

The effect overall of the development proposed in the AAP will see a reduction in green open space, (which is reflected in a number of the site appraisals, which have scored the loss of open space as a significant negative), although it can be effectively mitigated through the requirements of Policy HSC2. However, this should be considered in the context of the overall intent in the AAP to improve the quality of the remaining open space. The policies will have positive health effects since they will help to deliver improved areas of open space, contribute to the creation of a linear park linked to the Canal Road Greenway, and protect and improve walking and cycling routes.

Improving Health, Wellbeing and Quality of Life Policies

These policies will help to improve health, wellbeing and quality of life. In particular the optimisation of existing open space and provision of new open space through large scale housing developments will help to increase access to open space and encourage exercise. The health benefits of exercise are well known and wide ranging.

As noted above, the effect overall of the development proposed in the AAP will see a reduction in green open space, which could have adverse impacts in relation to improving health, although specific efforts will be made to retain and enhance public open space that provides amenity/recreation. Loss of open space can be mitigated through the requirements of Policy HSC2. There will be a mixture of positive and uncertain effects in relation to flooding. The provision of new open space will help to provide more flood storage. However, the provision of new community infrastructure could have adverse flooding effects depending upon the scale and nature of such infrastructure.

The provision of new community facilities will help to improve the quality, range and accessibility of community services and facilities, which will have wide ranging benefits for the population of the SCRC. There will also be opportunities to contribute to urban regeneration, support a resilient economy with new community infrastructure and in relation to creating and sustaining vibrant communities.

There is potential for the provision of community infrastructure to address the identified lack of local children's play facilities with insufficient existing playgrounds located within the Corridor' to increase access to open space and would have positive health benefits associated with exercise.

5.7 Cumulative Effects of Proposed AAP

5.7.1 Cumulative Effects of Policies

This section provides an account of predicted effects of the SCRC policies as a whole. Whilst many of the potential impacts will depend upon implementation of policies and in turn the specific impacts of new development, general messages regarding the performance of the SCRC policies together can be made. This analysis is set out in **Table 5.8** below and a general commentary thereafter.

Table 5.9 Cumulative Impacts of Proposed SCRC Policies

Sustainability Objective	Performance	Commentary
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	+	<p>There are a number of policies in the plan which are aimed at reducing the need to travel and maximising sustainable transport options. There is support for a number of public transport improvements, including for the Shipley and Frizinghall stations and new pedestrian and cycling routes. Such improvements will help to reduce reliance upon the car as the primary means of transport.</p> <p>Policy ST3 requires that all developments which generate significant amounts of movement should be supported by a Transport Assessment and Travel Plan. This will help to ensure that the transport impacts of new developments are fully considered and mitigated and make best use of sustainable modes of transport.</p> <p>All of the above will help reduce the need for travel and promote sustainable modes of travel by improving transport choice and ensure that cumulative impacts of the policies has positive impacts.</p>
	-	<p>However, there are a number of highway improvements outlined in Policy ST1 which could result in an increase in car and HGV use. In addition the reality of economic growth is an increase in car and HGV use, as evidenced by the national travel surveys undertaken by the Government¹⁸ which show that (particularly for longer journeys) vehicle use still remains the dominant mode of transport. There will also be an increase in car use associated with the delivery of over 3,100 new homes and a temporary increase in HGV use associated with the construction of new development, which will have negative impacts on this objective.</p> <p>Overall, the cumulative impacts of the policies will have minor positive and negative impacts on this objective. The extent to which there will be positive impacts is dependent in part upon behavioural choices around mode of transport.</p>
2. To improve the quality, range and accessibility of community services and facilities.	+	The overall cumulative impact of the policies will be positive on this objective. The policies will help to deliver public transport improvements, new retail development to meet local needs, new and improved open space, new and improved pedestrian and cycle routes, and new community infrastructure. All of this will have positive impacts upon this objective.
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	+	<p>There are a number of policies in the plan which will help to encourage urban regeneration and in particular will help to regenerate Shipley Town Centre, as well as provision of new economic development in existing employment locations and provide over 3,100 new homes.</p> <p>Policy NBE6 will help to ensure high quality of design for new development, which will help to ensure that all of the new development proposed for the SCRC uses land efficiently.</p> <p>Whilst it is noted that some greenfield land will be required to deliver some of the new development outlined in the plan, the overall cumulative impacts on this objective are considered to be positive.</p>
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	++	<p>The policies will help to deliver over 3,100 new homes for the SCRC. This will make a significant positive contribution towards meeting local housing needs.</p> <p>The requirement in Policy H2 that subject to viability up to 20% of new housing on sites of 15 dwellings or more will be affordable will help to make housing in the SCRC more affordable. The policy also requires that large scale housing sites should include specialist housing products e.g. for older people and accessible homes.</p>

¹⁸ For example see: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/342160/nts2013-01.pdf

Sustainability Objective	Performance	Commentary
		<p>The supporting text around the policies makes clear that major residential developments will be expected to incorporate a mix of housing types, sizes, prices and tenures in accordance with Policy H08, and that within the Centre Section of the SCRC housing sites will be expected to include a large proportion of family sized homes. Account will be taken of local housing need and demand.</p> <p>These requirements will help to meet local housing needs for residents in the SCRC.</p> <p>Overall the cumulative impact of the two housing policies</p>
<p>5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.</p>	+	<p>There are a number of archaeological and other heritage assets in the SCRC and in particular the World Heritage Site of Saltaire. Saltaire is a key heritage asset and makes a significant contribution to the local economy and the wider Bradford and Leeds City Region economies.</p> <p>Policy NBE5 requires that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor and policy NBE6 will help to ensure good design for new developments. Implementation of these policies will help to ensure that all new development protects heritage and is well designed. This is particularly important in the case of Shipley, given that policies and developments in Shipley will be within the buffer zone.</p> <p>There will be opportunities to protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings through implementation of policies alongside NBE5 and NBE6, particular in the case of regeneration in Shipley Town Centre and as part of the new housing and economic development opportunities.</p> <p>The overall cumulative impacts of the policies are considered to be positive due to implementation of all the policies alongside the requirements of policies NBE5 and NBE6.</p>
<p>6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.</p>	+	<p>Implementation of the housing, economy and transport policies alongside the environment policies will help to protect the environment from adverse harm and in turn protect biodiversity.</p> <p>Through implementation of these policies there will also be opportunities to deliver a number of ecological enhancements for the SCRC as identified in the ecological assessment which will further enhance the positive cumulative impacts of the policies. There will also be opportunities to enhance green infrastructure, with potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor.</p> <p>In light of the protection afforded to the environment through a number of the policies and opportunities for environmental enhancements, the overall cumulative impact of the policies on this objective will be positive.</p>
<p>7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.</p>	+	<p>Implementation of all the policies alongside the requirements of policy HSC2 will help to at least protect existing open space. Furthermore, there are policies in the plan (notably HSC2) and some of the environmental policies which will help to deliver new open space in the SCRC, for example through new housing development, new green infrastructure and the creation of a linear park adjacent to Bradford Beck.</p> <p>However, there could be a potential loss of some open space in the SCRC as a result of new housing/economic development which would have negative cumulative impacts on this objective.</p> <p>Overall and for the reasons outlined above the cumulative impact of the policies on this objective will be both positive and negative.</p>
<p>8. To maintain and improve soil and water quality.</p>	+	<p>Implementation of the housing, economy and transport policies alongside the environment policies will help to protect the environment from adverse harm, which will at least help to maintain existing soil and water quality, which will have positive impacts upon this objective.</p>

Sustainability Objective	Performance	Commentary
		<p>Delivering at least 55% of new development within the AAP on previously developed land will help to minimise further loss of soil resources.</p> <p>There will be opportunities to improve soil and water quality through implementation of the environmental policies and particularly in relation to biodiversity and the Bradford Beck.</p> <p>Overall the cumulative impact of the policies will have a minor positive impact upon this objective.</p>
<p>9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment</p>	<p>0</p>	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Policy CC1 states that where sites are at risk of flooding and not already allocated for uses within the Plan then they should be supported by a flood risk sequential test to take account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. Those proposals which pass the sequential test will still be required to submit a Flood Risk Assessment and proposals must demonstrate that they will not increase the risk of flooding elsewhere in the city. It is also noted that policy will not permit development identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. Sites located in areas at risk of flooding will be expected to take account of general mitigation measures including:</p> <ul style="list-style-type: none"> ▶ Use of Sustainable Drainage Systems (SuDS) such as dry basins and swales within developments to reduce runoff rates; ▶ Retaining areas of natural floodplain and introducing new and enhancing existing areas of green space, permitting further temporary flood water storage; and ▶ Development phasing. <p>Given the significant efforts in the plan to mitigate flooding, particularly through the requirements of Policy CC1 it is considered that overall cumulative impacts upon flooding are neutral, although it is noted that there will be a level of uncertainty until planning applications come forward.</p>
<p>10. To reduce waste generation and disposal, and achieve the sustainable management of waste.</p>	<p>-</p>	<p>The new development proposed in the SCRC will result in a significant amount of waste production, which will cumulatively have negative impacts upon this objective. However, the AAP links back to the Core Strategy and seeks to manage waste arisings and to move waste up the waste hierarchy, which will help to limit the creation of waste and to encourage re-use and recycling of waste. This will help to mitigate the impacts of new development, alongside the requirement for good design through policy NBE6. The Council's forthcoming Waste Management DPD will further help to mitigate the cumulative impacts of the development proposed.</p> <p>Overall the SCRC policies will have a minor negative cumulative impact in relation to waste generation given the scale of development proposed for the SCRC.</p>
<p>11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.</p>	<p>+</p>	<p>Implementation of the transport policies will help to increase use of sustainable modes of transport which will have positive impacts in relation to climate change through a reduction in harmful gases such as CO₂.</p> <p>Flooding and increased flood risk can be one of the adverse consequences of climate change and so Policy CC1 will help make the SCRC more resilient to the risks of flooding. Together with the design policies there will be opportunities also to implement SuDS which will further help to mitigate and reduce flooding.</p> <p>The amount of green/open space is estimated to be reduced as a result of the development proposed in the SCRC Publication Draft. However the policies in the plan seek to ensure existing open space assets are improved and new assets delivered to help mitigate any loss all of which will help contribute towards resilience to the effects fo climate change. Overall the cumulative impact of the policies in relation to climate change will be positive.</p>

Sustainability Objective	Performance	Commentary
12. To reduce air pollution and ensure air quality continues to improve.	-	<p>There is support in a number of policies in the plan for maximising sustainable modes of transport. This will help to reduce reliance upon the car and in turn help to reduce vehicle emissions. In turn this will help to reduce air pollution and improve air quality.</p> <p>However, there are several highway improvements proposed in policy ST1. This could result in an increase in vehicle emissions which would have adverse impacts on air quality. Furthermore the reality of the delivery of over 3,100 new homes and economic growth is an increase in car and HGV use and in turn an increase in vehicle emissions. This could exacerbate air quality issues in air quality management areas.</p> <p>Overall and notwithstanding efforts to maximise use of sustainable modes of transport, the overall increase in car and GHV use will have a minor negative cumulative impact on this objective.</p>
13. To minimise noise pollution, especially around land use interfaces.	0	<p>Whilst there will be noise pollution associated with all the new development proposed for the SCRC, this is likely to be only temporary and for a relatively short period of time. Furthermore, any noise impacts from development can be mitigated through good site management practices and appropriate planning conditions e.g. restrictions on hours of working either for construction or operation of new developments. On this basis the overall cumulative impacts from these policies is neutral.</p>
14. To improve health, reduce health inequalities and promote healthy living.	+	<p>The policies overall will have positive health impacts. The delivery of over 3,100 new homes will help improve living standards, which will be important given the link between poor quality housing and health problems. There will also be opportunities to deliver new open space as part of housing developments.</p> <p>Economic growth in the Corridor will help to raise wealth levels and in turn lead to higher standards of living and also improve access to healthcare.</p> <p>Maximising use of sustainable modes of transport will help to reduce vehicle emissions and in turn improve overall air quality (notwithstanding planned highway improvements). The policy will also help to increase levels of walking and cycling. The health benefits of exercise are wide ranging and well known.</p>
15. To strengthen and sustain resilient local economy.	++	<p>The cumulative impacts of the economic policies in the plan will help to deliver a significant amount of new economic development for the SCRC.</p> <p>Whilst the AAP notes that demand for employment land in the Corridor is modest, these policies will help to support economic growth and ensure that regeneration benefits the surrounding communities and that the Corridor is an attractive place to live and work.</p> <p>The policies will help to regenerate Shipley Town Centre and strengthen its role as an important retail centre, as well as strengthening the other existing employment and retail locations in the Corridor. This will wider sustainability benefits given that there is potential to use sustainable modes of transport to access these employment areas.</p> <p>In addition policies NBE5 and NBE6 will help to avoid any adverse impacts on Saltaire. Given the economic value of Saltaire World Heritage site this will help to increase the overall positive cumulative impacts of the policies in the plan.</p>
16. To ensure local people have access to satisfying opportunities for employment and occupation.	++	<p>The cumulative impacts of the economic policies in the plan will help to deliver a significant amount of new economic development for the SCRC. In turn this will help to ensure that local people have access to good job opportunities. In particular policy SE1 will help to support regeneration and job growth in the Regional City of Bradford and the SCRC.</p> <p>There may also be local job opportunities created through the construction of over 3,100 new homes. However, this would be dependent upon the approach taken by house builders and the skills of the local workforce as to whether or not there were any positive cumulative impacts on this objective.</p>

Sustainability Objective	Performance	Commentary
		Overall the cumulative impact of the policies upon this objective will be significantly positive.
17. To help create and sustain safe, vibrant and cohesive communities.	+	<p>The provision of new homes, economic development and transport improvements will all help to sustain growth in the SCRC. The policies will help to protect and enhance the natural and built environment, deliver well designed new developments and improve health and well being.</p> <p>The policies as a whole will have positive cumulative impacts in relation to creating and sustaining safe, vibrant and cohesive communities in the Corridor.</p>

5.7.2 Cumulative Effects of Site Allocations

Cumulatively there are a number of significant impacts, particularly on biodiversity (in a small number of cases) flood risk, open space and the impact on highways. It is anticipated that the potential adverse effects, on these SA objectives could be mitigated in part through the application of other policies in the AAP and within the Core Strategy and at the individual planning application stage, when detailed design and mitigation measures will also be considered (such as site layout, design and access, the incorporation of ecological enhancement measures, Sustainable Drainage Systems (SuDS)) and Provision of new open space).

Despite this, there could be some significant benefits from the site allocations. A number of the sites are already located close to sustainable modes of transport; they could deliver new community, leisure, employment, education and retail facilities, some of which would be on brownfield land. A significant amount of housing, which is required by the Core Strategy, could be delivered, in a location which is highlighted as largely sustainable in relation to key services and could deliver other infrastructure benefits.

Therefore it is assessed that there will be a mixed positive cumulative impact from the site allocations, as negative elements can to an extent be mitigated with appropriate mitigation measures in line with planning policies and individual site mitigation.

5.7.3 Cumulative Effects Arising from Other Plans and Programmes

The SCRC AAP policies sit within the context of a number of other plans and programmes including those of surrounding local districts and plans and programmes at the county level. These plans and programmes are identified at **Appendix A**.

The cumulative effects arising from the interaction of the SCRC AAP with other plans and programmes (including the Core Strategy, the City Centre AAP and any others of relevance) have been considered to ensure that significant cumulative effects on the Shipley and Canal Road Corridor are considered. No significant negative cumulative effects have been identified, although increased development in the Corridor and neighbouring local authorities will be likely to generate adverse effects on SA objectives relating to:

- ▶ Transport, due to increased vehicle movements and associated congestion;
- ▶ Climate change, as a result of increased greenhouse gas emissions associated with new development;
- ▶ Air quality, principally due to increased vehicle movements and associated emissions to air;
- ▶ Land use, reflecting the cumulative loss of greenfield land; and
- ▶ Waste, due to an anticipated cumulative increase in waste arisings associated with new development.

However, effects in this regard could be minimised through the policy measures contained across a number of the emerging/adopted local plans. We also note that, in accordance with the duty to co-operate, there may be opportunities for authorities to collaborate in responding to these effects through the planning and development of further shared infrastructure and facilities.

5.8 Compliance with National Planning Policy Framework

It should be noted as well that the Publication Draft Core Strategy is in general accordance with the National Planning Policy Framework (NPPF) as it will deliver at a local level many of the aims and objectives of the NPPF, particularly in relation to the following aspects:

- ▶ Building a strong and competitive economy;
- ▶ Ensuring the vitality of town centers;
- ▶ Promoting sustainable transport;
- ▶ Delivering a wide choice of high quality homes;
- ▶ Requiring good design;
- ▶ Promoting healthy communities;
- ▶ Meeting the challenge of climate change; and
- ▶ Conserving and enhancing the natural and historic environments.



6. Conclusions and Recommendations

6.1 Key Conclusions Emerging from the Appraisal

The principal test of Sustainability Appraisal is whether the proposed plan and/or policies will make a positive contribution to the sustainability of the target area, as measured by a wide range of environmental, social and economic criteria. The sections below set out the conclusions and recommendations emerging from the appraisal of the SCRC Publication Draft.

6.1.1 Preferred Spatial Development Option

The preferred spatial development option will have a number of positive impacts. It will help to concentrate development in existing developed areas which will help to re-use PDL and strengthen the role of existing centres in the Corridor like Shipley, including helping to improve service provision in these areas. This approach will also help with respect to reducing car use as many of the locations for development have good access to public transport, which also have benefits in relation to human health and climate change through reduced vehicle emissions.

The approach will help to deliver a new urban eco settlement and create new sustainable communities in the Corridor. The option will help people to live in good quality housing and access jobs, which will have positive health impacts and provide social cohesion. The preferred option will help to regenerate the Principal Town of Shipley and key employment areas, which will also have positive health benefits.

Positive effects are likely to be concentrated in certain locations, and this balance will have to be monitored in order that other areas of the Corridor are not disadvantaged.

6.1.2 Site Allocations

Overall the site allocations will have a number of positive impacts. They will help to deliver the new housing to meet local needs and make housing more affordable given that 20% of housing on larger scale sites will be affordable (subject to viability).

As the urban eco-settlement is a mixed use development seeking to provide local employment opportunities in addition to a large amount of new housing, it will have positive impacts not only in respect of new housing, but also in relation to the economy of the Corridor.

The allocations will help to regenerate Shipley, which is important given the important role that the town plays in the Corridor in providing retail and other community services. It will be important that the developments in Shipley are well designed given that they fall within the buffer zone of Saltaire World Heritage Site, though it is recognised implementation of the allocations for Shipley in line with policies NBE5 and 6 will help to avoid any adverse impacts on Saltaire.

The allocations will help to strengthen existing employment areas in the Corridor, which will be welcome, especially given that some of these areas are served by public transport and are therefore already in sustainable locations.

There will be some adverse impacts from cumulative loss of open space (notwithstanding efforts elsewhere in the plan to protect existing open space and deliver new areas of open space) and from some of the sites upon the highway network. Given the scale of housing proposed there will be significant opportunities to deliver environmental enhancements and incorporate new areas of open space, which will help to mitigate cumulative loss of open space.

Whilst there is some uncertainty in relation to flooding, as highlighted in the appraisal of the site allocations, sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe or its lifetime in line with site specific recommendations in the SFRA level 2. Careful consideration will need to be given to ensure that the cumulative impact of the site allocations does not have adverse impacts on flooding, though it is recognised that this can be mitigated by planning polices and site specific mitigation for example implementation of SuDS.

The appraisal has considered the proposed development sites contained within the draft SCRC AAP. It is assumed that the Council has subjected all other candidate sites to a level of appraisal equivalent to that contained in this SA Report and that the justification of the selection of the sites is contained in the draft SCRC AAP. It is recommended that such information should be available for inclusion in subsequent iterations of the SA.

6.1.3 Draft Policies

Overall, the draft policies in the plan will have significant positive impacts for the Shipley Canal Road Corridor. The main conclusions are summarised below for each thematic chapter in the plan:

Housing

The vast majority of relationships between the two housing policies and the SA Objectives are positive or, at worst, neutral in their effect. The housing policies will help deliver a substantial amount of new housing, provide housing of the right tenure and type to meet local need and make housing more affordable and there will be opportunities to deliver a range of environmental enhancements and provide new areas of open space. There will however be an increase in traffic generation from ~3,100 new homes, with negative impacts upon air quality and climate change from increased vehicle emissions.

Economy

The economic policies will help to deliver sustainable economic growth and create local job opportunities through supporting and enhancing existing employment areas, regenerating Shipley Town Centre and as part of mixed use developments, particularly for the new urban eco settlement. This will all help to ensure that sustainable new communities are created in the Corridor. Clearly there will be an increase in car and HGV use associated with economic growth which could exacerbate air quality problems, particularly in the AQMA's through this will be mitigated to an extent by efforts to maximise use of sustainable modes of transport.

Transport

Overall the transport policies will help to maximise use of sustainable modes of transport. This will have a number of positive impacts in relation to human health, air quality and adapting to the challenges from climate change. There will however be some negative impacts from objectives from the highway improvements outlined as this will likely lead to an increase in car and HGV use and will have detrimental impacts from vehicle emissions on air quality and climate change. However, it should be recognised that these improvements will help to reduce congestion and ensure quick and easy movement of people and goods, which will be of benefit to the economy of the SCRC.

Mitigating and Adapting to Climate Change

Measures in Policy CC1 to help reduce and mitigate the impact of flooding, will be particularly important and welcome, especially in light of the fact that a number of the sites allocated for development are in areas at risk of flooding. Conserving and enhancing resources, achieving highest standards of sustainability and sustainable design will have significant positive impacts in relation to urban regeneration and delivering good quality housing, as well as helping to protect the environment and in particular Saltaire from harm. Conserving energy resources will help to adapt to climate change.

Environment

The environmental policies will have a number of positive impacts on the environment of the Corridor, particularly through measures to protect existing environmental quality, including biodiversity, green infrastructure and the historic environment. The policies will help to increase access to areas of open space and encourage walking and cycling, which will have positive health impacts. The policies will help to deliver good high quality design for new developments, which is particularly important in the context of those sites in the Saltaire WHS buffer zone and will help to protect Saltaire from adverse harm due to poorly designed new

development. Protection of Saltaire will also have economic benefits given the economic value of Saltaire, not only to the local economy but more widely for Bradford and the Leeds City Region.

Improving Health, Wellbeing and Quality of Life

Overall impacts on health, well-being and quality of life will overall be positive. The policies will help overall to increase living standards in the corridor, both from new homes and economic growth. There will be some adverse impacts from cumulative loss of open space, however, this can be mitigated to an extent through the requirements of Policy HSC2 and opportunities to provide new areas of open space as part of new housing developments.

6.2 Key Recommendations and Mitigation Measures

Whilst the SCRC Publication Draft AAP has largely significant positive effects against the SA objectives, there are several areas where the current draft policies could be revised and amended to produce an improved performance against the sustainability appraisal objectives (or to improve clarity) to aid implementation. These are summarised in **Table 6.1** below.

Table 6.1 Suggested Mitigation Measures and Policy Wording Amendments

Policy	Suggested Mitigation
H2	Consideration should be given to including a phased requirement for infrastructure provision/improvements to ensure that new housing developments are not underserved by supporting infrastructure.
SE8	In order to maximise the value of any potential benefits of this policy consideration could be given to including a requirement in the policy that major developments need to consider impacts on waste management infrastructure, which may help to identify the need for new facilities if required.
NBE6	Reference could also be made in the policy to creating safe public environments consistent with paragraph 69 of the NPPF which requires planning policies to achieve places that provide <i>'safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'</i> .
CC2	Consideration should be given to ensuring that existing water infrastructure has capacity (e.g. waste water treatment works) to meet demands and whether additional infrastructure is anticipated to be place in order to ensure that new development is not under served by such infrastructure.

6.3 Monitoring

It is a requirement of SA to establish how the significant sustainability effects of implementing the SCRC AAP Publication Draft will be monitored. However, as Government Guidance (ODPM, 2005) notes, it is not necessary to monitor everything, or monitor an effect indefinitely. Instead, monitoring needs to be focused on significant sustainability effects.

Monitoring the adopted SCRC AAP for sustainability effects can help to answer questions such as:

- ▶ Were the SA's predictions of sustainability effects accurate?
- ▶ Is the SCRC AAP contributing to the achievement of desired SA objectives?
- ▶ Are mitigation measures performing as well as expected?
- ▶ Are there any adverse effects? Are these within acceptable limits, or is remedial action desirable?

Monitoring should be focussed on:

- ▶ Significant sustainability effects that may give rise to irreversible damage, with a view to identifying trends before such damage is caused;
- ▶ Significant effects where there was uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be undertaken; and
- ▶ Where there is the potential for effects to occur on sensitive environmental receptors (for example the North and South Pennine Moors SPA and SAC).

In addition, Bradford Council produces an Annual Monitoring Report in April each year. This report contains both district wide and local figures which could be used to monitor the effects against a number of SA Objectives (including a number of those above).

Potential monitoring measures are set out in **Table 6.2** below and these should be taken into account in the Annual Monitoring Report, to accompany national core indicators.

Table 6.2 Potential Monitoring Measures

Sustainability Objective	Indicators
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	<ul style="list-style-type: none"> ▶ Average distance travelled to fixed placed of work. ▶ Average daily motor vehicle flow. ▶ Changes in the percentage of people using different modes of transport. ▶ No of development schemes approved with travel plans. ▶ Delay due to congestion. ▶ Number of road accidents.
2. To improve the quality, range and accessibility of community services and facilities.	<ul style="list-style-type: none"> ▶ Changes in the percentage of people using different modes of transport. ▶ Retail vacancy. ▶ Distance of households from key services e.g. Post Office, school, and doctors. ▶ Index of access to work, healthcare and shopping centres (Indices of Deprivation). ▶ Percentage of residents surveyed finding it easy to access key local services.
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<ul style="list-style-type: none"> ▶ Percentage of new build homes and retrofit homes meeting EcoHomes Very Good standards ▶ Percentage of commercial buildings meeting BREEAM Very Good standard. ▶ Proportion of residential development within 30 minutes public transport time of key services. ▶ Amount of vacant land and properties and derelict land ▶ Proportion of development on brownfield sites. ▶ No of start up businesses in the environmental sector. ▶ No/% of planning permissions with SuDS.
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<ul style="list-style-type: none"> ▶ Number of housing completions ▶ Number of affordable homes developed in comparison with total number of homes developed. ▶ Houses built to above minimum standards of sustainable design. ▶ Proportion of vacant housing.

Sustainability Objective	Indicators
<p>5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.</p>	<ul style="list-style-type: none"> ▶ Number of Grade I and Grade II* buildings at risk. ▶ Number of designated heritage assets whose significance, including their setting, has been harmed by the proposals of the Area Action Plan. ▶ Proportion of schedule monuments at risk from damage, decay or loss. ▶ Conservation area assessment.
<p>6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.</p>	<ul style="list-style-type: none"> ▶ Number, area and condition of designated sites in appropriate management. ▶ Extent (and condition) of designated Habitats. ▶ Engagement by local communities and organisations, management/monitoring reports.
<p>7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.</p>	<ul style="list-style-type: none"> ▶ Access to and the use of open space and leisure facilities e.g. sports pitches. ▶ Engagement in cultural activity by all target groups.
<p>8. To maintain and improve soil and water quality.</p>	<ul style="list-style-type: none"> ▶ Abstractions by purpose. ▶ Average domestic water consumption (l/head/day) ▶ Area of contaminated land (ha). ▶ % of projects (by number and value) involving remediation of any kind. ▶ Incidents of major and significant water/soil pollution.
<p>9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment</p>	<ul style="list-style-type: none"> ▶ % of site within flood zone 2, 3a/b ▶ % of site vulnerable to different sources of flooding; ▶ Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3). ▶ Number of planning applications approved where Environment Agency has sustained an objection on flood risk grounds. ▶ Number/% of new developments with sustainable drainage installed.
<p>10. To reduce waste generation and disposal, and achieve the sustainable management of waste.</p>	<ul style="list-style-type: none"> ▶ Type and capacity of waste management facilities. ▶ Net reduction in volume of biodegradable and recyclable waste in volume to landfill. ▶ Household waste (a) arisings and (b) recycled or composted. ▶ Reuse of recycled materials from former building stock.
<p>11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.</p>	<ul style="list-style-type: none"> ▶ Air quality monitoring. ▶ Road traffic growth level. ▶ Emissions of greenhouse gases from energy consumption, transport and land use and waste management. ▶ Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3). ▶ Number of planning applications approved where Environment Agency has sustained an objection on flood risk grounds. ▶ Number of initiatives to increase awareness of energy efficiency. ▶ Number, area and condition of designated biodiversity/ecological sites in appropriate management. ▶ Amount of new greenspace created per capita.

Sustainability Objective	Indicators
	<ul style="list-style-type: none"> ▶ No. of planning permissions incorporating SUDS, green roofs and green corridors. ▶ Proportion of new homes achieving zero carbon homes standard. ▶ Thermal efficiency of new development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation.
12. To reduce air pollution and ensure air quality continues to improve.	<ul style="list-style-type: none"> ▶ No. of days when air pollution is moderate or high for NO2, SO2, O3, CO or PM10.
13. To minimise noise pollution, especially around land use interfaces.	<ul style="list-style-type: none"> ▶ % of planning applications/projects involving noise assessment / mitigation of any kind.
14. To improve health, reduce health inequalities and promote healthy living.	<ul style="list-style-type: none"> ▶ Disturbance of households from key health services, e.g. hospital, GP's, chemist etc... ▶ % of people surveyed who visits local sport and outdoor recreation facilities regularly. ▶ Statistics on child obesity.
15. To strengthen and sustain resilient local economy.	<ul style="list-style-type: none"> ▶ Percentage increase or decrease in the total number of VAT registered businesses in the area. ▶ Increase in number of jobs. ▶ Annual business start-ups and survivals.
16. To ensure local people have access to satisfying opportunities for employment and occupation.	<ul style="list-style-type: none"> ▶ Proportion of unemployed. ▶ Percentage of population of working age claiming key benefits. ▶ Index of access to work, healthcare and shopping centres (Indices of Deprivation).
17. To help create and sustain safe, vibrant and cohesive communities.	<ul style="list-style-type: none"> ▶ Percentage of adults surveyed who feel they can influence decisions affecting their own local area. ▶ % of respondents very or fairly satisfied with their neighbourhood.

6.4 Next Steps

The Publication Draft SCRC AAP will be subject to a period of public consultation (TBC), along with the SA and Habitats Regulations Assessment. Once consultation responses have been received work will begin on developing a revised version of the SCRC AAP and SA.

6.5 Quality Assurance

The (former) ODPM SEA Guidance contains a Quality Assurance checklist to help ensure that the requirements of the SEA Directive are met. The following table illustrates how these requirements have been met.

Table 6.3 Compliance with the Requirements of the SEA Directive

Requirements of the SEA Directive	Where met in the Sustainability Appraisal Report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.	This Report
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Outline of plan and contents (Section 1.3) Context review (Section 3.2) Links to other plans (Section 3.3)
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Profile of the District (Section 3.2) Sustainability issues facing the District (section 3.4) See also baseline data published in the Scoping Report
c) The environmental characteristics of areas likely to be significantly affected.	Profile of the SCRC (Section 3.2) Sustainability issues facing the District (section 3.4)
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Profile of the SCRC (Section 3.2) Sustainability issues facing the District (Section 3.4)
e) The environmental protection objectives established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation.	Scoping Report (September 2012)
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects).	Sustainability issues facing the District (Section 3.4) Analysis of effects (Section 5)
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Mitigation (Section 7.3)
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Appraisal of plan options (Chapter 5) Uncertainties and assumptions (Section 2.4)
i) A description of measures envisaged concerning monitoring in accordance with Art. 10.	Monitoring (Section 7.3)
j) A non-technical summary of the information provided under the above headings.	Non-technical summary
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	

In addition account has been taken of the Planning Practice Guidance¹⁹ on SEA and SA requirements in completing this SA Report.

¹⁹ <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

Appendix A

Strategies, Plans and Programme Reviews

Table A1 Review of International and European Plans, Policies and Programmes and Their Objectives

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
Sustainable development, spatial planning and environmental strategy / policy			
<p>Waste Framework Directive (Directive 75/442/EEC, 2006/12/EC 2008/98/EC as amended)</p> <p>European Commission, 2008</p>	<p>This Directive establishes a legal framework for the treatment of waste within the EU. It aims at protecting the environment and human health through the prevention of the harmful effects of waste generation and waste management.</p> <p>It applies to waste other than:</p> <ul style="list-style-type: none"> • Gaseous effluents; • Radioactive elements; • Decommissioned explosives; • Faecal matter; • Waste waters; • Animal by-products; • Carcasses of animals that have died other than by being slaughtered; and • Elements resulting from mineral resources. <ul style="list-style-type: none"> • In order to better protect the environment, the Member States should take measures for the treatment of their waste in line with the following hierarchy which is listed in order of priority: • Prevention; • Preparing for reuse; • Recycling; • Other recovery, notably energy recovery; and • Disposal. <ul style="list-style-type: none"> • Member States can implement legislative measures with a view to reinforcing this waste treatment hierarchy. However, they should ensure that waste management does not endanger human health and is not harmful to the environment. 	<p>Promotes the development of clean technology to process waste, promoting recycling and re-use.</p> <p>The Directive contains a range of provision including:</p> <ul style="list-style-type: none"> • The setting up of separate collections of waste where technically, environmentally and economically practicable and appropriate to meet the necessary quality standards for the relevant recycling sectors – including by 2015 separate collection for at least paper, metal, plastic and glass⁵. • Household waste recycling target – the preparing for re-use and the recycling of waste materials such as at least paper, metal, plastic and glass from households and possibly other origins as far as these waste streams are similar to waste from households, must be increased to a minimum of 50% by weight by 2020. <p>Construction and demolition waste recovery target – the preparing for re-use, recycling and other material recovery of non-hazardous construction and demolition waste must be increased to a minimum of 70% by weight by 2020.</p>	<p>Policy(s) for sustainable waste management should place emphasis on the prevention, reduction, re-use and recycling of waste, and seek to ensure no adverse environmental or social impacts arise from waste management.</p> <p>The SA should take into consideration the Waste Framework Directive and SA objectives / decision making criteria that promote the management of waste in accordance with the waste hierarchy should be included.</p>



Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
European Employment Strategy European Union, 2006	Seeks to engender full employment, quality of work and increased productivity as well as the promotion of inclusion by addressing disparities in access to labour markets.	There are no formal targets or indicators.	The AAP's should deliver policies which support these aims The SA assessment framework should assess employment levels, quality of work and social inclusion
Renewed EU Sustainable Development Strategy European Union, 2006	In June 2001, the first European sustainable development strategy was agreed by EU Heads of State. The Strategy sets out how the EU can meet the needs of present generations without compromising the ability of future generations to meet their needs. The Strategy proposes headline objectives and lists seven key challenges: <ul style="list-style-type: none"> ● Climate change and clean energy; ● Sustainable transport; ● Sustainable consumption and production; ● Conservation and management of natural resources; ● Public health; ● Social inclusion, demography and migration; and ● Global poverty. 	The overall objectives in the Strategy are to: <ul style="list-style-type: none"> ● Safeguard the earth's capacity to support life in all its diversity, respect the limits of the planet's natural resources and ensure a high level of protection and improvement of the quality of the environment. Prevent and reduce environmental pollution and promote sustainable consumption and production to break the link between economic growth and environmental degradation; ● Promote a democratic, socially inclusive, cohesive, healthy, safe and just society with respect for fundamental rights and cultural diversity that creates equal opportunities and combats discrimination in all its forms; ● Promote a prosperous, innovative, knowledge-rich, competitive and eco-efficient economy which provides high living standards and full and high-quality employment throughout the European Union; and ● Encourage the establishment and defend the stability of democratic institutions across the world, based on peace, security and freedom. Actively promote sustainable development worldwide and ensure that the European Union's internal and external policies are consistent with global sustainable development and its international commitments. 	The AAP's should aim to create a pattern of development consistent with the objectives of the Strategy and in turn promote sustainable development.

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>Johannesburg Declaration on Sustainable Development United Nations, 2002</p>	<p>Sustainable consumption and production patterns. Accelerate the shift towards sustainable consumption and production - 10-year framework of programmes of action; Reverse trend in loss of natural resources. Renewable Energy and Energy efficiency. Urgently and substantially increase [global] share of renewable energy. Significantly reduce rate of biodiversity loss by 2010.</p>	<p>No targets or indicators, however actions include:</p> <ul style="list-style-type: none"> • Greater resource efficiency; • Support business innovation and take-up of best practice in technology and management; • Waste reduction and producer responsibility; and • Sustainable consumer consumption and procurement. • Create a level playing field for renewable energy and energy efficiency. • New technology development • Push on energy efficiency • Low-carbon programmes • Reduced impacts on biodiversity. 	<p>The AAP's should take account of the underlying sustainable development principles and seek to reflect these in policies. The SA should include objectives / decision making criteria that reflect the principles and objectives arising from the World Summit.</p>
<p>Environment 2010: Our Future, Our Choice (EU Sixth Environment Action Programme) European Commission, 2001</p>	<p>The latest Environment Action Programme gives a strategic direction to the Commission's environmental policy over the next decade, as the Community prepares to expand its boundaries. The new programme identifies four environmental areas to be tackled for improvement:</p> <ul style="list-style-type: none"> • Climate change; • Nature and biodiversity; • Environment, health and quality of life; and • Natural resources and waste. 	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include policies relating to the four environmental areas highlighted in the Environment Action Programme. The SA should take into consideration the outcomes of the Environment Action Programme and SA objectives / decision making criteria relating to climate change, biodiversity, health and quality of life, natural resources and waste should be included within the SA framework.</p>
<p>Århus Convention United Nations Economic Commission for Europe, 2001</p>	<p>The Århus Convention creates obligations in three fields or 'pillars':</p> <ul style="list-style-type: none"> • Public access to environmental information; • Public participation in decision-making on matters related to the environment; and • Access to justice (i.e. administrative or judicial review proceedings) in environmental matters. 	<p>There are no formal targets or indicators.</p>	<p>The Council should ensure that the public are given adequate opportunity to contribute towards, and participate in the decision making process for the Core Strategy. All Core Strategy documents to be made publicly available. Consultation on the SA should be undertaken in accordance with SA / SEA regulations, giving both statutory consultees and the public opportunities to comment on the SA.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
European Spatial Development Perspective European Commission, 1999	European cultural landscapes, cities and towns, as well as a variety of natural and historic monuments are part of the European heritage. Its fostering should be an important part of modern architecture, urban and landscape planning in all regions of the European Union. A big challenge for spatial development policy is to contribute to the objectives, announced by the European Union during international conferences concerning the environment and climate, of reducing emissions into the global ecological system.	There are no formal targets or indicators.	The AAP's should support the goals of the Spatial Development Perspective and seek to incorporate these in the policy framework. The SA should take account of the goals of the Spatial Development Perspective and SA objectives / decision making criteria relating to protecting cultural heritage, biodiversity and landscape character, and reducing climate change impacts should be included within the SA framework.
EU Directive on the Landfill of Waste (99/31/EC) European Commission, 1999	Sets out requirements to ensuring that where landfilling takes place the environmental impacts are understood and mitigated against.	By 2006 biodegradable municipal waste going to landfills must be reduced to 75% of the total amount (by weight) of biodegradable municipal waste produced in 1995 or the latest year before 1995 for which standardised Eurostat data is available.	The AAP's should take into consideration landfilling with respect to environmental factors. SA Objectives should include priorities to minimise waste, increased recycling and re-use.
The natural environment			
EU Biodiversity Strategy to 2020 – towards implementation European Commission, 2012	The European Commission has adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. <ul style="list-style-type: none"> • The strategy provides a framework for action over the next decade and covers the following key areas: • Conserving and restoring nature; • Maintaining and enhancing ecosystems and their services; • Ensuring the sustainability of agriculture, forestry and fisheries; • Combating invasive alien species; and • Addressing the global biodiversity crisis. 	There are six main targets, and 20 actions to help Europe reach its goal. The six targets cover: <ol style="list-style-type: none"> 1. Full implementation of EU nature legislation to protect biodiversity 2. Better protection for ecosystems, and more use of green infrastructure 3. More sustainable agriculture and forestry 4. Better management of fish stocks 5. Tighter controls on invasive alien species A bigger EU contribution to averting global biodiversity loss	The AAP's should seek to protect and enhance biodiversity.

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>European Landscape Convention United Nations, 2006</p>	<p>On the 24th of February 2006, the United Kingdom signed the Council of Europe's European Landscape Convention - the first international convention for the management and protection of landscape. It was formally ratified by Parliament in November 2006.</p> <p>The European Landscape Convention aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe. Landscape is defined as <i>'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'</i>.</p> <p>The Convention applies this definition to all parts of a country's territory, urban as well as rural areas, to both outstanding and ordinary landscapes, to degraded as well as well-preserved places. The Convention's definition of landscape and its emphasis on action / interaction, human factors and cultural perspectives is well reflected in the UK's national programme of Historic Landscape Characterisation, as part of integrated Landscape Character Assessments.</p>	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy / policies that seek to protect, manage and enhance the landscape, which support the aims of the European Landscape Convention.</p> <p>The SA should take into consideration the aims of the European Landscape Convention and seek to reflect these in the SA objectives / decision making criteria.</p> <p>Plan policies should support the aims of the European Landscape Convention, seeking to protect, manage and enhance the landscape.</p>
<p>EU Biodiversity Strategy European Commission, 1998</p>	<p>The key objective of the Biodiversity Strategy is to anticipate, prevent the causes of significant reduction or loss of biodiversity at the source. There are four main themes:</p> <ul style="list-style-type: none"> • Conservation and sustainable use of biological diversity; • Sharing of benefits arising out of the utilisation of genetic resources; • Research, identification, monitoring and exchange of information; and • Education, training and awareness. 	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy / policies relating to biodiversity, which seek to ensure its protection and enhancement.</p> <p>The SA should take into consideration the main themes of the Biodiversity Strategy and seek to reflect these in the SA objectives / decision making criteria.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>EU Habitats Directive 92/43/EC European Commission, 1992</p>	<p>Directive seeks to conserve natural habitats. Conservation of natural habitats Requires member states to identify special areas of conservation and to maintain, where necessary landscape features of importance to wildlife and flora.</p> <p>The amendments in 2007:</p> <ul style="list-style-type: none"> • Simplify the species protection regime to better reflect the Habitats Directive; • Provide a clear legal basis for surveillance and monitoring of European protected species (EPS); • Toughen the regime on trading EPS that are not native to the UK; • Ensure that the requirement to carry out appropriate assessments on water abstraction consents and land use plans is explicit. 	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy which reflects the requirements of the Habitats Directive – the policy should afford protection to Natura 2000 sites and highlight the requirement to undertake HRA.</p> <p>The SA should take into consideration the aims of the Habitats Directive and an SA objective / decision making criteria relating to the protection of Natura 2000 sites should be included within the SA framework.</p>
<p>Convention on Biological Diversity, Rio de Janeiro, 1992</p>	<p>The Convention on Biological Diversity was agreed among the vast majority of the world's governments and sets out their commitments to maintaining world biodiversity so to achieve more sustainable economic development. The Convention establishes three goals:</p> <ul style="list-style-type: none"> • The conservation of biological diversity; • The sustainable use of its components; and • The fair and equitable sharing of the benefits from the use of genetic resources. <p>Article 6a requires the development of national strategies, plans or programmes for the conservation and sustainable use of biological diversity.</p>	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy / policies relating to biodiversity, which seek to ensure its conservation and sustainable use.</p> <p>The SA should take into consideration the goals of the Convention and seek to reflect these in the SA objectives / decision making criteria.</p>
<p>EU Directive on the Conservation of Wild Birds (79/409/EEC) European Commission, 1979</p>	<p>Identifies 181 endangered species and sub-species for which the Member States are required to designate Special Protection Areas.</p> <p>Makes it a legal requirement that EU countries make provision for the protection of birds. This includes the selection and designation of Special Protection Areas.</p>	<p>Target Actions include:</p> <ul style="list-style-type: none"> • Creation of protected areas; • Upkeep and management; and • Re-establishment of destroyed biotopes. 	<p>The AAP's should include policies to protect and enhance wild bird populations, including the protection of SPAs.</p> <p>SA Framework should consider objectives to protect and enhance biodiversity including wild birds.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
Social and community uses			
<p>World Health Organisation Guideline Values</p> <p>World Health Organisation, 1996</p>	<p>The World Health Organisation sets guideline values for healthy noise levels.</p>	<p>Between 23.00 and 07.00 hours, noise levels should not exceed 30 dB LAeq to allow undisturbed sleep. Outdoor noise levels of 50 dB should not be exceeded between 07.00 and 23.00, in order to prevent people being <i>'moderately annoyed'</i>.</p>	<p>The AAP's should take into consideration the guidelines on healthy noise levels.</p>
Climate change, air, land and water			
<p>A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy</p> <p><i>Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (COM 2011/21)</i></p>	<p>This flagship initiative aims to create a framework for policies to support the shift towards a resource-efficient and low-carbon economy which will help to:</p> <ul style="list-style-type: none"> • Boost economic performance while reducing resource use; • Identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness; • Ensure security of supply of essential resources; and • Fight against climate change and limit the environmental impacts of resource use. <p>The key components of the long-term framework will come in the form of a series of coordinated roadmaps to:</p> <ul style="list-style-type: none"> • Outline what the EU needs to do to create a low-carbon economy in 2050, cutting greenhouse gas emissions by 80-95 per cent, as part of global efforts to fight climate change, while improving energy security and promoting sustainable growth and jobs; • Analyse how the EU can create an energy system by 2050 which is low-carbon, resource-efficient, secure and competitive. This should provide the necessary certainty for investors, researchers, policy makers and regulators; • Present a vision for a low-carbon, resource-efficient, secure and competitive transport system by 2050 that removes all obstacles to the internal market for transport, promotes clean technologies and modernises transport networks; <p>Define medium and long-term objectives and means for achieving them with the main aim to decouple economic growth from resource use and its environmental impact.</p>	<p>Each Member State has a target calculated according to the share of energy from renewable sources in its gross final consumption for 2020. The UK is required to source 15 per cent of energy needs from renewable sources, including biomass, hydro, wind and solar power by 2020.</p> <p>From 1 January 2017, biofuels and bio liquids share in emissions savings should be increased to 50 per cent.</p>	<p>The AAP's should include policies which seek encourage resource efficiency and a low carbon economy.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
European Commission Air Quality Framework Directive 2008/50/EC European Commission, 2008	New Directive provided that most of existing legislation be merged into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives. Relevant objectives include: <ul style="list-style-type: none"> Maintain ambient air quality where it is good and improve it in other cases; and Maintain ambient-air quality where it is good and improve it in other cases with respect to sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead. 	The Directive includes mandatory limits or reductions for 11 air pollutants including: sulphur dioxide, nitrogen dioxide, particulate matter, lead, ozone, benzene, carbon monoxide, poly-aromatic hydrocarbons, cadmium, arsenic, nickel and mercury.	The AAP's should include a policy relating to air quality, which reflects the requirements of the Directive. The SA should take into consideration the aim of the Directive and SA objectives / decision making criteria relating to reducing the emission of air pollutants and improving air quality should be included within the SA framework.
Floods Directive 2007/60/EC European Commission, 2007	Aims to provide a consistent approach to managing flood risk across Europe.	The approach is based on a 6 year cycle of planning which includes the publication of Preliminary Flood Risk Assessments, hazard and risk maps and flood risk management plans. The Directive is transposed into English law by the Flood Risk Regulations 2009.	The AAP's should recognise that development can impact vulnerability to flooding and increase risk due to climate change. SA Framework should considers objectives relating to flood risk.
Bathing Waters Directive 2006/7/EC European Commission, 2006	Sets standards for the quality of bathing waters in terms of: <ul style="list-style-type: none"> The physical, chemical and microbiological parameters; The mandatory limit values and indicative values for such parameters; and The minimum sampling frequency and method of analysis or inspection of such water. 	Standards are legally binding.	The AAP's should recognise that development can impact upon water quality and include policies to protect the resources. SA Framework should consider objectives relating to water quality
Directive 2002/91/EC on the Energy Performance of Buildings European Commission, 2002	The European Union Energy Performance of Buildings Directive was published in the Official Journal on the 4th January 2003. The overall objective of the Directive is to promote the improvement of energy performance of buildings within the Community taking into account outdoor climate and local conditions as well as indoor climate requirements and cost effectiveness. The Directive highlights how the residential and tertiary sectors, the majority of which are based in buildings, accounts for 40% of EU energy consumption.	It aims to reduce the energy consumption of buildings by improving efficiency across the EU through the application of minimum requirements and energy use certification.	The Directive will help manage energy demand and thus reduce consumption. As a result it should help reduce greenhouse gas emissions, and ensure future energy security.



Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>Environmental Noise Directive (Directive 2002/49/EC) European Commission, 2002</p>	<p>The underlying principles of the Directive are similar to those underpinning other overarching environment policies (such as air or waste), i.e.:</p> <ul style="list-style-type: none"> Monitoring the environmental problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators Lden (day-evening-night equivalent level) and Lnight (night equivalent level). These maps will be used to assess the number of people annoyed and sleep-disturbed respectively throughout Europe; Informing and consulting the public about noise exposure, its effects, and the measures considered to address noise, in line with the principles of the Aarhus Convention; Addressing local noise issues by requiring competent authorities to draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good. The directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities; <p>Developing a long-term EU strategy, which includes objectives to reduce the number of people affected by noise in the longer term, and provides a framework for developing existing Community policy on noise reduction from source. With this respect, the Commission has made a declaration concerning the provisions laid down in Article 1.2 with regard to the preparation of legislation relating to sources of noise.</p>	<p>No targets or indicators, leaving issues at the discretion of the competent authorities.</p>	<p>The AAP's will need to have regard to the requirements of the Environmental Noise Directive.</p> <p>The SA framework should include for the protection against excessive noise.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>Directive on the assessment of the effects of certain plans and programmes on the environment (2001/42/EC) European Union, 2001</p>	<p>The SEA Directive provides the following requirements for consultation:</p> <ul style="list-style-type: none"> • Authorities which, because of their environmental responsibilities, are likely to be concerned by the effects of implementing the plan or programme, must be consulted on the scope and level of detail of the information to be included in the Environmental Report. These authorities are designated in the SEA Regulations as the Consultation Bodies (Consultation Authorities in Scotland). • The public and the Consultation Bodies must be consulted on the draft plan or programme and the Environmental Report, and must be given an early and effective opportunity within appropriate time frames to express their opinions. • Other EU Member States must be consulted if the plan or programme is likely to have significant effects on the environment in their territories. • The Consultation Bodies must also be consulted on screening determinations on whether SEA is needed for plans or programmes under Article 3(5), i.e. those which may be excluded if they are not likely to have significant environmental effects. 	<p>There are no formal targets or indicators.</p>	<p>The SA should take into consideration this directive.</p>
<p>European Commission White Paper on the European Transport Policy European Commission, 2001</p>	<p>The White Paper on European Transport Policy proposes the following principal measures:</p> <ul style="list-style-type: none"> • Revitalising the railways; • Improving quality in the road transport sector; • Striking a balance between growth in air transport and the environment; • Turning inter-modality into reality; • Improving road safety; • Adopting a policy on effective charging for transport; • Recognising the rights and obligations of users; • Developing high quality urban transport; and • Developing medium and long-term environmental objectives for a sustainable transport system. 	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include policy(s) / relating to the provision of a safe and reliable sustainable transport network, taking into consideration the White Paper measures.</p> <p>The SA should take into consideration the White Paper measures and SA objectives / decision making criteria relating to the provision of high quality, integrated and sustainable transport systems, and improving road safety should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>The Water Framework Directive (2000/60/EC)</p> <p>European Commission, 2000</p>	<p>The Water Framework Directive establishes a framework for the protection of inland surface waters, transitional waters, coastal water and groundwater. It also encourages the sustainable use of water resources. The Directive has the following key aims:</p> <ul style="list-style-type: none"> • Expanding the scope of water protection to all waters, surface waters and groundwater; • Achieving "good status" for all waters by a set deadline; • Water management based on river basins; • "Combined approach" of emission limit values and quality standards; • Getting the prices right; • Getting the citizen involved more closely; and • Streamlining legislation. 	<p>The Directive requires all Member States to achieve 'good ecological status' of inland water bodies by 2015, and limits the quantity of groundwater abstraction to that portion of overall recharge not needed by ecology.</p>	<p>The AAP's should include a policy that ensures the protection of ground and surface waters, reflecting the aims of the Water Framework Directive.</p> <p>The SA should take into consideration the aims of the Water Framework Directive and SA objectives / decision making criteria relating to protecting ground and surface water from pollution, enhancing water quality and ensuring the sustainable use of water resources should be included within the SA framework.</p>
<p>Drinking Water Directive (98/83/EC)</p> <p>European Commission, 1998</p>	<p>Provides for the quality of drinking water.</p>	<p>Standards are legally binding.</p>	<p>The AAP's should recognise that development can impact upon water quality and include policies to protect the resources.</p> <p>SA Framework should consider objectives relating to water quality</p>
<p>EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment</p> <p>European Parliament, 2001</p>	<p>The environmental consequences of plans, programmes and/or policies must be identified and assessed as part of their preparation.</p>	<p>Strategic Environmental Assessments (SEAs)</p>	<p>The AAP's will not be the subject of an SEA.</p>
<p>Kyoto Protocol on Climate Change</p> <p>United Nations, 1997</p>	<p>The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialised countries and the European community for reducing greenhouse gas emissions. These amount to an average of five per cent against 1990 levels over the five-year period 2008-2012.</p>	<p>Under the Kyoto Protocol, the UK has committed to reduce its greenhouse gas emissions to 12.5% below 1990 levels by 2008-2012, and to achieve a 20% reduction in CO₂ emissions below 1990 levels by 2010.</p>	<p>Policy(s) relating to climate change should seek to reduce the emission of greenhouse gases and ensure that the effects of climate change are taken into account.</p> <p>The SA should take into consideration the targets of the Kyoto Protocol and SA objectives / decision making criteria relating to reducing the emission of greenhouse gases should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
EU Nitrates Directive (91/676/EEC) European Commission, 1991	This Directive has the objective of: <ul style="list-style-type: none"> Reducing water pollution caused or induced by nitrates from agricultural sources; and Preventing further such pollution. 	Provides for the identification of vulnerable areas.	The AAP's should consider impacts of development upon any identified nitrate sensitive areas where such development falls to be considered within its scope. Policies should consider objective to promote environmentally sensitive agricultural practices.
Council Directive 91/271/EEC for Urban Waste-water Treatment European Commission, 1991	Its objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors and concerns the collection, treatment and discharge of: <ul style="list-style-type: none"> Domestic waste water Mixture of waste water Waste water from certain industrial sectors	The Directive includes requirement with specific: <ul style="list-style-type: none"> Collection and treatment of waste water standards for relevant population thresholds Secondary treatment standards A requirement for pre-authorisation of all discharges of urban wastewater Monitoring of the performance of treatment plants and receiving waters and Controls of sewage sludge disposal and re-use, and treated waste water re-use	SA Objectives should include priorities to minimise adverse effects on ground and/or surface water.



Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>Our Common Future (The Brundtland Report)</p> <p>World Commission on Environment and Development, 1987</p>	<p>The Brundtland Report is concerned with the world's economy and its environment. The objective is to provide an expanding and sustainable economy while protecting a sustainable environment. The Report was an call by the United Nations:</p> <ul style="list-style-type: none"> • To propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond; • To recommend ways concern for the environment may be translated into greater co-operation among countries of the global South and between countries at different stages of economical and social development and lead to the achievement of common and mutually supportive objectives that take account of the interrelationships between people, resources, environment, and development; • To consider ways and means by which the international community can deal more effectively with environment concerns; and • To help define shared perceptions of long-term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long term agenda for action during the coming decades, and aspirational goals for the world community. 	<p>The report issued a multitude of recommendations with the aim of attaining sustainable development and addressing the problems posed by a global economy that is intertwined with the environment.</p>	<p>The Brundtland Report provided the original definition of sustainable development. The accumulated effect of the SA objectives seek to achieve sustainable development.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>EU Seventh Environmental Action Programme: Living Well, Within the Limits of Our Planet</p> <p>European Commission, 2013</p>	<p>Provides a strategy to guide future action by EU institutions and member states. There are 9 priority objectives:</p> <ul style="list-style-type: none"> ● Protect, conserve and enhance natural capital. ● Create a resource efficient, green, and competitive low-carbon economy. ● Safeguard the people from environment related pressures and risks to health and wellbeing. ● Improve implementation of environmental legislation. ● Increase environmental knowledge and widen the evidence base for policy. ● Investment in environment and climate policy and account for the environmental costs of activities. ● Better integrate environmental concerns into other policy areas and ensure coherence. ● Make cities more sustainable. ● Address international environmental/climate change challenges more effectively. 	<p>The programme also identifies mechanisms/actions to help achieve each objective. Those most relevant to planning are:</p> <ol style="list-style-type: none"> 1. Natural capital: <ul style="list-style-type: none"> ● The Water Framework, Air Quality, Habitats, and Birds Directives ● The 2020 Biodiversity Strategy, The Blueprint to Safeguard Europe's Water Resources ● Soil protection, Sustainable use of land and forests 2. Resource efficient, low carbon economy: <ul style="list-style-type: none"> ● Deliver the climate and energy package ● Turning waste into a resource ● More efficient use of water 3. Human health and wellbeing: <ul style="list-style-type: none"> ● Air and water pollution, excessive noise, and toxic chemicals 4. Implementation: <ul style="list-style-type: none"> ● Help people secure improvements in their own environment 7. Integration: <ul style="list-style-type: none"> ● Policy areas to include: regional policy, agriculture, energy and transport 8. Sustainable cities <ul style="list-style-type: none"> ● Implement policies for sustainable urban planning and design 	<p>Where relevant, the priority objectives should be used to inform The AAP's objectives. Planning strategies and policies need to help deliver on the relevant objectives and mechanisms, for example:</p> <p>Ensuring protection required by legislation</p> <p>Maximising biodiversity and other ecosystems services</p> <p>Promoting sustainable agriculture and forestry</p> <p>Promoting a move to a low carbon economy</p> <p>Minimising resource use (including water) and supporting 'waste as a resource' initiatives</p> <p>Creating sustainable urban environments including reducing the impact of transport on the built environment and human health</p> <p>Ensure environmental concerns are fully integrated within the Local Plan</p> <p>Facilitating effective community engagement and Neighbourhood planning</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
Cultural and historic heritage			
<p>Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) United Nations, 2000</p>	<p>The Convention contains provisions for the identification and protection of archaeological heritage, its integrated conservation, the control of excavations, the use of metal detectors and the prevention of illicit circulation of archaeological objects, and the dissemination of information. It was ratified by the UK in September 2000, and provides for a broad definition of 'archaeological heritage' that includes 'structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kinds as well as their context, whether situated on land or under water.</p>	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy relating to the identification, protection and conservation of archaeological assets, which reflects the aims of the Convention.</p> <p>The SA should take into consideration the aims of the Convention and an SA objective / decision making criteria relating to the protection and enhancement of archaeological assets should be included within the SA framework.</p>
<p>UNESCO World Heritage Convention Concerning the Protection of the World Cultural and Natural Heritage, UNESCO, 1972</p>	<p>The World Heritage Convention was adopted UNESCO in 1972 and ratified by the UK in 1984. Under the Convention, the World Heritage Committee designates World Heritage Sites.</p> <p>Article 4 of the Convention requires each State Party to ensure that effective and active measures are taken for the protection, conservation and presentation of cultural and natural heritage by:</p> <ul style="list-style-type: none"> • Adopting a general policy which aims to give the cultural and natural heritage a function in the life of the community and to integrate the protection of that heritage into comprehensive planning programmes; • Setting up one or more services for the protection, conservation and presentation of the cultural and natural heritage; • Developing scientific and technical studies and research and to work out such operating methods as will make the State capable of counteracting dangers that threaten cultural or natural heritage; • Taking appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage; and • Fostering the establishment or development of national or regional centres for training in the protection, conservation and presentation of cultural and natural heritage and to encourage scientific research in this field. 	<p>There are no formal targets or indicators.</p>	<p>The AAP's should include a policy / policies relating to the protection, conservation and presentation of cultural heritage, including the protection and sustainable management of the Saltaire World Heritage Site, which reflect the requirements of Article 4</p> <p>The SA should take into consideration the requirements of Art and SA objectives / decision making criteria relating to the protection and enhancement of historic assets, including the Saltaire World Heritage Site should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
Convention on Wetlands of International Importance especially as Waterfowl Habitat (The Ramsar Convention) (1971)	<ul style="list-style-type: none"> Stem the progressive encroachment on, and loss of, wetlands now and in the future. Consider the fundamental ecological functions of wetlands- regulators of water regimes, habitats supporting characteristic flora and fauna. Recognise that wetlands are a resource of great economic, cultural, scientific and recreational value. Include wetland conservation considerations in planning. 	The designation of suitable wetlands as Wetlands of International Importance (known as Ramsar sites).	The AAP's should aim to include objectives to address the protection of biodiversity.
The Convention on the Conservation of European Wildlife and Natural Habitats (The Bern Convention) (1979)	<ul style="list-style-type: none"> Promote conservation of wild flora and fauna, and their natural habitats Integrate conservation into national planning policies Monitor and control endangered and vulnerable species 	There are no formal targets or indicators.	<p>Ensure the AAP's do not negatively impact designated wildlife sites and habitats, and instead seek to enhance their condition</p> <p>Consider the impact of policies and proposals on wildlife and habitats more generally and seek ways to enhance ecosystems and biodiversity</p>
Climate Change			
<p><i>Renewable Energy Directive (2009/28/EC)</i></p> <p>European Commission, 2009</p>	<p>This Directive establishes a common framework for the use of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport. It encourages energy efficiency, energy consumption from renewable sources and the improvement of energy supply.</p> <p>The Member States are to establish national action plans which set the share of energy from renewable sources consumed in transport, as well as in the production of electricity and heating, for 2020. These action plans must take into account the effects of other energy efficiency measures on final energy consumption (the higher the reduction in energy consumption, the less energy from renewable sources will be required to meet the target). These plans will also establish procedures for the reform of planning and pricing schemes and access to electricity networks, promoting energy from renewable sources.</p> <p>Each Member State has a target calculated according to the share of energy from renewable sources in its gross final consumption for 2020. The UK is required to source 15 per cent of energy needs from renewable sources, including biomass, hydro, wind and solar power by 2020.</p> <p>From 1 January 2017, biofuels and bioliquids share in emissions savings should be increased to 50 per cent.</p>	Each Member State to achieve a 10% minimum target for the share of energy from renewable sources by 2020	<p>The AAP's document should contribute towards increasing the proportion of energy from renewable energy sources where appropriate.</p> <p>The SA assessment framework should include consideration of use of energy from renewable energy sources.</p>

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
<p>Second Climate Change Programme ECCPii European Commission, 2005</p>	<p>The European Climate Change Programme is the Commission's main instrument to discuss and prepare the further development of the EU's climate policy</p> <p>The ECCP II consists of 5 working groups:</p> <ol style="list-style-type: none"> 1) ECCP I review: <ul style="list-style-type: none"> ● Review the implementation of climate change related EU-wide policies and measures; asses implementation; identify new opportunities 2) Aviation: <ul style="list-style-type: none"> ● In order to mitigate the climate impacts of aviation, EU has introduced legislation to include aviation in the EU emissions trading scheme (EU ETS). 3) CO2 and cars: <ul style="list-style-type: none"> ● Limit value curve; ● Phasing-in of requirements; ● Lower penalty payments for small excess emissions until 2018; ● Long-term target; ● Eco-innovations. 4) Carbon capture and storage: <ul style="list-style-type: none"> ● The Commission is currently developing a programme of work aiming to ensure the technology of carbon capture and storage, both within the EU and internationally. <p>Adaptation:</p> <p>As part of exploring options to improve Europe's resilience to climate change effects and defining the European Union role in climate change adaptation the European Commission is undertaking the following activities:</p> <ul style="list-style-type: none"> ● ECCP II working group on Impacts and Adaptation; ● Impacts on water cycle and water resources management and prediction of extreme events; ● Marine resources and coastal zones and tourism; ● Human health; ● Agriculture and forestry; ● Biodiversity; 	<p>There are no formal targets or indicators.</p>	<p>The AAP's document should contribute towards the key issues set out in the Commission's climate change programme.</p> <p>The SA should include objectives relating to emissions, carbon reduction, and adaptation to climate change.</p>



Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
	<ul style="list-style-type: none">● Regional planning, built environment, public and energy infrastructure, Structural funds;● Urban planning and construction;● Development cooperation;● Role of insurance industry;● Building national strategies for adaptation (country reports);● Developing the Green Paper on "Adapting to climate change in Europe - options for EU action";● Undertaking an extensive research project into adaptation and mitigation options;● Hosting a conference on climate change adaptation; and● Hosting workshops in three European countries in 2007. <p>5) EU Emission Trading System review: The Commission provides guidance on the application of VAT to emission allowances.</p>		



Appendix B

Initial Commentary on Vision, Objectives and Policies





Technical Note:

ShIPLEY Canal Road Corridor Area Action Plan – Initial Commentary on Vision, Objectives and Draft Policies

1. ShIPLEY Canal Road Corridor Vision

The Vision for the ShIPLEY Canal Road Corridor (SCRC) in the Area Action Plan (AAP) Preferred Options (PO) is that

'By 2030 the ShIPLEY and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford city centre and ShIPLEY. The Corridor has borne witness to the delivery of over 3000 new homes supported by business, retail, leisure and community facilities connected by the linear park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to ShIPLEY. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for sport, recreation and open space along the Corridor. ShIPLEY has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, ShIPLEY station and the Leeds and Liverpool Canal. This redevelopment has created an area worthy of its location in close proximity to the World Heritage Site of Saltaire and has been managed in a way which has enhanced ShIPLEY, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.

The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, ShIPLEY Eastern Relief Road and the development of ShIPLEY transport hub. Improvements to Frizinghall and ShIPLEY railway stations, bus provision and delivery of the Canal Road Greenway and enhanced pedestrian and cycle links have ensured the Corridor is a sustainable location which offers opportunities for travel by a range sustainable transport options.'

The Vision aims for 'an area of transformational change' and that 'the Corridor has borne witness to the delivery of over 3000 new homes supported by business, retail, leisure and community facilities'. Growth in the SCRC centre section would be supported by the delivery of a significant number of new houses, alongside new business/retail/leisure

facilities. In consequence, the Vision would have positive impacts on a number of the SA objectives. The Vision would help to deliver the housing needs of the SCRC, which would have positive impacts in relation to providing well designed high quality dwellings and contributing to sustainable economic growth.

The vision seeks to strengthen the role of the key town of Shipley and deliver a number of transport improvements both for public transport and walking. The Vision aims to deliver a new neighbourhood centre/primary school in Bolton Woods, alongside new and improved walking/cycling routes, sport and green spaces. . Making the SCRC a much sought after and desirable location to live, do business, shop and spend time enjoying leisure pursuits would have positive social impacts as it will help improve the SCRC corridor as a whole and would also have wider positive impacts for Bradford district.

However, it is noted that the language and approach of the SCRC AAP vision is different from that contained in the Bradford City Centre (BCC) AAP – i.e. the SCRC is retrospective in that it states that a number of things will have happened by 2030, whereas the BCC AAP does not refer to a 2030 date and is more forward looking (so anticipating changes). However, the 2030 date is aligned with Core Strategy and the vision does reference some of the key elements of the wider CS vision, so transformational to the locality, with exemplar development in place.

The Vision however does reinforce the concept that the area is about providing homes, improved open space provision and improved access. It is not clear at this stage whether the ambitions for homes and transport are matched in terms of new employment provision. Retail and leisure provision is mentioned as part of the proposed Eco-settlement; however, it is suggested that there is potential to consider further opportunities for new businesses, to create a local example of sustainable community able to provide a diversity of local employment opportunities to residents.

The vision could also be more clear on how it will be *“worthy of its location in close proximity to the World Heritage Site”* – assume that it will seek to echo the vernacular styles of the WHS, create a gateway to the WHS or create a sense of connection with WHS. It is suggested that some additional text could be added to the vision to clarify this comment.

2. SCRC Strategic Objectives

The Spatial Vision for the SCRC would be achieved through the following strategic objectives:

1. **Deliver an Urban Eco Settlement of over 3000 new homes** within the AAP boundary by 2030; these new homes will be provided in a range of locations, in particular the centre section.

2. **Promote the effective use of land** by delivering at least 55% of new housing development within the AAP on previously developed land.
3. **Deliver a range of well designed high quality dwellings built to high environmental standards**, to cater for current need and future housing growth in the district.
4. **Support sustainable economic growth** by protecting established employment areas and promoting a wide range of high quality economic development opportunities within the corridor.
5. **Support the vitality and viability of Bradford City Centre and Shipley Town Centre** as thriving places for retail, residential, leisure, tourism and business.
6. **Enhance Shipley and improve links between the town centre, Saltaire, Shipley station and the Leeds Liverpool Canal** through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
7. **Protect and enhance biodiversity and green infrastructure** by establishing and protecting ecological networks and establishing a linear park; consisting of a chain of green spaces and natural environments linked to the Bradford Beck and Canal Road Greenway.
8. **Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage systems.
9. **Maintain and improve Canal Road as a key strategic transport link and promote sustainable transport options** by developing critical highway infrastructure and public transport opportunities including; Shipley Eastern Relief Road and highway improvements to Canal road, improvements to Shipley and Frizinghall stations bus service provision along Canal road; and creating safe and attractive cycle and pedestrian routes linked to the liner park and Canal Road Greenway, connecting Shipley and Bradford.
10. **Enhance resident's health and education outcomes** through improved access to good quality homes, jobs, schools, green space, sport and recreation facilities; and by reducing pollution and managing air quality along the Corridor, particularly in identified Air Quality Management Areas.
11. **Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals take account of the



potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

These strategic objectives are anticipated to have a number of positive impacts on the SA objectives. The delivery of over 3,000 new homes within the AAP boundary would have positive impacts on housing needs, health and sustaining a resilient local economy. Focusing a high percentage of new homes onto previously developed land would have positive impacts for the environment through reducing the need to develop on greenfield land.

It is suggested that within the text for objective 1 clarification is provided early on by what is meant by an Urban Eco-settlement. The vision states that it is an exemplar development; however, within the text for objective 1, this is not stated and it is unclear how this is then reflected subsequently. We understand how the language intentionally seeks to mirror that used within Leeds City Growth Region, but should also be looking to *'push boundaries in terms of delivering a low carbon economy and encouraging sustainable lifestyles'*. It is suggested that all of the objectives are reviewed to ensure that they are helping to contribute to these aims as it is considered that greater emphasis could be placed on a low carbon economy.

For objective 2 it is noted that the 55% target comes from the Core Strategy requirement (Policy H06). It is suggested that it would be useful to reflect whether the evidence base for the SCRC supports this target and whether perhaps it could be a higher target, although it is recognised that the current wording of at least 55% on previously developed land does permit such an outcome. It is suggested that this objective could also include a requirement for employment land

Ensuring the delivery of well designed, high quality dwellings built to high environmental standards would have positive environmental impacts. However, it is considered that there is an opportunity here to ensure that new housing development is low carbon (in terms of design, construction and liveability). It is suggested that CHP could be considered for a principal large development site.

Consideration should be given for the potential, to encourage all new housing as part of exemplar Eco-settlement development to meet the highest possible sustainable design and construction standards (rather than just high environmental standards) – so could include zero carbon standard for example. Clearly this would need to reference feasibility and / or viability to ensure that it was appropriate at a site specific level. It is recommended that any such requirements are consistent proposals in the Core Strategy for Design.

For objective 4 it is suggested that this could be expanded and therefore worded as follows:

*'Promote the effective use of land by delivering at least 55% of new housing **and new employment** development within the AAP on previously developed land'*.

However, it is recognised that the target for employment land could be higher, depending on the locations of employment sites and what the evidence base suggests.

It is also suggested that consideration is given to strengthening objective 4 so that it references the need to provide development sites and a highly skilled workforce that reflects the transition to a low carbon economy. Clearly a key consideration for the SCRC is the need to manage development with protecting and enhancing Saltaire WHS. The requirement that *'development proposals take account of the potential impact upon the character and setting of key heritage assets in the area'* does not compel development to avoid adverse effects, merely to take account of such effects. It is suggested that objective 11 is re-worded to state the following:

*'Protect and enhance the historic environment and setting of the Saltaire World Heritage Site by ensuring that development proposals take account of the potential impact upon the character and setting of key heritage assets in the area, **ensure that substantial harm to the character and setting is avoided** and where possible enhance the elements which contribute to their significance.'*

The language in the above suggested amendment seeks to mirror NPPF paragraph 133.

Inevitably in order to satisfy development needs in the SCRC some loss of greenfield land would be necessary, which would be incompatible with the need *'to protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.'* However, mitigation and enhancements can be provided at the detailed planning application stage for new developments which would help to mitigate any loss of greenfield land.

It is noted that the aims of the LCR Urban Eco-settlement programme are to *"maximise accessibility and integration between existing communities and to economic centres through sustainable transport solutions."*

It is suggested that the wording of objective 9 could be strengthened to state that *'and **maximise** sustainable transport options'* to ensure that opportunities to use sustainable modes of transport in the SCRC are maximised.

It is suggested that all of the other objectives are reviewed to ensure that they promote integration in the SCRC and therefore take account of the aims of the LCR Urban Eco-settlement programme.

Overall, the spatial objectives will have largely positive impacts on the SA objectives and so are largely compatible with these objectives. The only potential for negative impacts relates to the conflict between the need to meet development and growth requirements with protection of greenfield land and biodiversity.



3. SCRC Draft Policies

There are 29 draft policies in the SCRC AAP PO covering a number of key areas, including meeting housing requirements, delivering new homes, sustainable economic growth, strengthening the role of Shipley, public transport and walking and cycling improvements, biodiversity improvements and conservation, enhancing the Saltaire WHS and wider heritage and conservation interests in the SCRC, ensuring high quality of design in the SCRC, and protection for recreation open space and playing fields and new recreation provision at Bolton Woods.

Overall the draft policies are anticipated to have a number of positive impacts on the SCRC. The policies would help to deliver much needed new housing, contribute to sustainable economic growth, and improve public transport links, both within the SCRC and to the wider Bradford district and Yorkshire region beyond.

There will be environmental enhancements for the corridor through a number of the policies and protection for the key heritage asset of Saltaire WHS. Public health will be improved through various measures including delivering high quality new homes and provision of new public open space, sports and recreation.

Specific comments on individual policies are provided below where additional wording or clarifications are suggested.

Delivering New Homes and Sustainable Neighbourhoods Policy:

For the housing policy on delivering new homes and sustainable neighbourhoods it is suggested that the phrase '**housing products**' is defined so that it is clear what the policy is seeking to provide.

Strategy for Retail Development:

Consideration could be given to including in this strategy a priority to focus development on brownfield sites where possible to help ensure that regeneration is as sustainable as possible.

Existing Waste Management Facilities

Presumably there will be additional wording added to this policy to clarify the requirements of the policy, as it is not clear at this stage what the policy is seeking to achieve. Currently the policy states '*existing waste management sites are identified on the proposals map*' and does not provide any further supporting text.

Transport Improvements

It is suggested that in promoting these transport improvements that the policy wording reflects that the environmental impacts of these developments would be fully considered (in terms of proximity to key receptors, for example ecological sites and areas where there



are air quality issues) and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward.

It is also suggested that consideration should be given to including a requirement in the policy, or elsewhere in the text for the phasing of public transport improvements in relation to phasing of housing and employment development.

Safeguarded Transport Links

It is suggested that the additional policy wording is added to state '**and safeguarding**' to ensure that any new development does not impact on the future development of this relief road scheme.

Maximising Sustainable Transport Options

It is suggested that the wording of part A. of this policy be strengthened to state that development will be required to contribute to 'and **maximise** the delivery of public transport improvements, where necessary'. This wording would help to ensure that new development will make a big contribution to the need to use sustainable modes of transport.

Bradford Canal

It is suggested that the word expected is changed in the first bullet point of the policy to 'required' to ensure that the route of the canal is definitely safeguarded from development.

Flood Risk and Water Management

Consideration should be given to expanding the policy to include text to ensure that new development does not exacerbate flood risk for existing development as the current policy wording focuses on minimising the risks to new development.

Bradford Beck

Consideration should be given to including a requirement in this policy that new proposals for development alongside the Beck include measures for the prevention of pollution of the Beck and do not increase the risks of pollution. It is also suggested that this policy is aligned with the policy on flood risk and that additional text is added to reflect that any development along Bradford Beck must be consistent with the requirements to avoid areas with elevated flood risk.



Biodiversity and Ecology

It is suggested that this policy could include a requirement that all development proposals include a requirement to provide for an improvement in local biodiversity where possible. This would help to ensure that all new development makes a contribution to local biodiversity improvements where appropriate.

Open Space and Playing Fields

It is suggested that this policy takes account of any outcomes of evidence base work on open space / playing fields provision and amends the policy wording if required.

We trust that these initial comments are useful in taking forward the next stages of the SCRC AAP. Should you have any queries please do not hesitate to contact either of the undersigned.

Author

Reviewer

.....
Ryan Llewellyn

.....
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Appendix C

Objectives Compatibility Test

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice	0	0	0	+	0	?	0	0	++	+	0	The compatibility of objectives 1, 2, 3 & 6 with this SA objective is uncertain as they promote new development which, depending on the form, function and composition of the urban eco settlement, as well as the location of other brownfield development and range of other development could affect the demand for travel and transport modes used. Objectives 4 & 10 are partially compatible as they support a low carbon economy and aim to reduce pollution and manage air pollution which should support sustainable transport. Objective 9 is fully compatible as it will maintain and improve key strategic transport routes and maximise sustainable transport options, reinforcing the connection between Shipley and Bradford, in keeping with the SA objective. The impact of all other strategic objectives (5, 7, 8 & 11) is neutral as they should not impact on travel and transport methods.
2. To improve the quality, range and accessibility of community services and facilities.	+	0	0	0	+	+	0	0	+	++	?	The compatibility of objectives 1, 5, 6 & 9 with this SA objective are partially compatible as they promote brownfield development, support the vitality and viability of Bradford, enhance and improve the town centre and maintain and improve transport routes and options which should positively impact upon the provision and accessibility of community services and facilities. Objective 10 is highly compatible as it promotes the enhancement of health and education through built development and encourages healthy lifestyles. The compatibility of objective 11 is uncertain as the protection and enhancement of the historic environment may not improve the range and accessibility of community services and facilities. The impact of all other strategic objectives (2, 3, 4, 7 & 8) is neutral as they do not include community services and facilities.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	++	++	+	?	+	+	?	?	?	-	-	The compatibility of objectives 4, 7, 8 & 9 with this SA objective are uncertain as they could promote sustainable neighbourhoods, sustainable economic growth, biodiversity through habitat creation through greater provision of green infrastructure, climate change mitigation and sustainable modes of transport which may or may not be realised through urban regeneration. Objective 1 & 2 are highly compatible as they will drive development and regeneration along the corridor at a site that exemplifies design principles and promote the effective use of land through brownfield development within the AAP boundary. Objectives 3, 5 & 6 are partially compatible as they deliver new development which should agree with the SA objective. Objectives 10 & 11 are partially incompatible as they promote green infrastructure, healthy environments and the historic environment which may deteriorate given incompatible urban regeneration.
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	++	+	++	0	+	0	0	0	0	+	0	Objectives 1 & 3 are highly compatible with the SA objective as they promote the development of a range of well designed, high quality dwellings to meet the District's current and future housing need and support low carbon living and a new urban eco settlement of over 3,100 homes which should fully satisfy the SA objective. The compatibility of objectives 2, 5 & 10 is partial as they could deliver dwellings to support housing need but this isn't stated as, rather a potential option for development. Objectives 4, 6, 7, 8, 9 & 11 are ranked as neutral impact as they do not propose any housing.
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	-	-	0	-	-	+	0	0	0	+	++	Objectives 1, 2, 4 & 5 are partially incompatible with the SA objective as they propose various forms of development whereby their design, setting or nature may have a detrimental impact on historical and cultural heritage. Objectives 3, 7, 8 & 9 are assessed to have a neutral impact as they pose no material impact on historical or cultural settings and landscape. Objectives 6 & 10 are partially compatible with the SA objective as they seek to enhance and respect historic assets and support development which enhance resident's health. Objective 11 seeks to protect and enhance the historic environment and setting of a World Heritage site and enhance the elements which contribute to their significance, in full compatibility with the SA objective.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	?	?	0	-	0	?	++	+	-	?	0	The compatibility of objectives 1, 2 6 & 10 with the SA objective is uncertain as they, in one form or another, propose development whose impact upon biodiversity is, at this stage, unknown. Objective 3, 5 & 11 have been assessed to have a neutral impact as they will have no physical impact. Objectives 4 & 9 have been assessed as partially incompatible as they propose development and upgrading of current infrastructure which is likely to negatively impact upon biodiversity. Strategic objective 7 fully accords with the SA objective as it will protect and enhance biodiversity and green infrastructure through the use of, inter alia, interconnected green spaces. Objective 8 is partially compatible as it instigates that opportunities for new development should enhance green infrastructure.
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	-	+	0	?	0	+	++	++	+	+	0	Objective 1 is considered to be partially incompatible as it proposes the development of over 3,100 homes within the AAP boundary which is considered will impact on and reduce the quality and quantity of open space and it is acknowledged within the text of the AAP accompanying policy NBE1 that the current total area of green infrastructure assets will decrease from 50% of the AAP area to approximately 40% of the AAP area, although there are substantial commitments to enhance the quality of the remaining green and open space. Objectives 2, 6, 9 & 10 are considered to be partially compatible with the SA objective as they propose the re-use of brownfield land, initiatives to support and enhance the public realm, sustainable transport options and enhance resident's health through the utilisation of green and open spaces. Three objectives, 3, 5 & 11, have a neutral impact upon the SA objectives as they propose strategies unrelated to open spaces. Objective 4 is assessed to have uncertain compatibility with the SA objectives as the strategy may or may not impact upon open spaces depending on how it is interpreted when implemented. Objectives 7 & 8 are highly compatible strategies as they aim to utilise opportunities to enhance green infrastructure and protect and enhance the green infrastructure.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
8. To maintain and improve soil and water quality.	?	+	0	?	0	?	+	+	0	+	0	Objective 2, 7, 8 and 10 are assessed to be partially compatible as the strategies promote the effective use of land through brownfield development (reducing the loss of greenfield sites and so loss of soil resources), aim to strengthen ecological networks and maximise water efficiency sustainable urban drainage systems and improve the access and provision of green space (which will indirectly minimise the loss of soil). The focus and output of objectives 1, 4, 6 & 9 is uncertain as they propose development which during the process of construction and development have a varying impact upon the quality of soil and water. All of the other objectives, 3, 5, 9 & 11, have been evaluated as having a neutral impact on the SA objective as the strategies will not have a material effect on soil and water quality.
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment.	?	+	?	0	0	0	+	++	?	0	0	Objective 8 is fully compatible as a strategy as it aims to reduce the impact of climate change, including the risk of flooding, through mitigation and adaptation which accords with the SA objective. Objective 2 & 7 are partially compatible as they promote the effective use of land, which will alleviate the risk of flooding, and enhance green infrastructure, which will reduce flooding risk. Objectives 1, 3 & 9 have been assessed as having an uncertain impact on the SA objective as the strategies propose forms of development, including a large settlement and transport infrastructure, which may adversely impact upon the risk of flooding and therefore be unsustainable.
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	-	-	-	?	0	?	0	0	0	+	0	Objectives 1, 2 and 3 have been assessed to be partially incompatible with the SA objective as they propose medium to large scale developments, over 3,100 dwellings and the development of brownfield and greenfield land, which will produce waste that will impact upon the objective. Objective 10 is assessed as partially compatible with the SA objective as it proposes to enhance resident's health by reducing and managing pollution and air quality. Objectives 4 & 6 are adjudged to have uncertain impacts upon the SA objective as they propose low carbon development which will produce waste, the impact of which is unknown. Objectives 3, 5, 7, 8, 9 & 11 are assessed as having a neutral impact as they should not produce any excess and therefore not impact upon the SA objective.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
11. To ensure resilience to the effects of climate change through mitigation and effective adaption.	+	?	?	?	0	?	+	++	?	+	0	Objectives 2, 3, 4, 6 & 9 will have an uncertain impact upon the SA objective as they propose built forms of development that may or may not include sustainable methods which mitigate, or offer appropriate adaptation, against climate change. Objectives 7 & 10 aim to protect and enhance biodiversity, green infrastructure and residents health which partially comply with the SA objective of climate change. Objective 8 focuses upon the need to reduce the impact of climate change through mitigation and adaptation and, as such, fully accords with the SA objective. Objectives 5 & 11 have been assessed as having a neutral impact upon the SA objective.
12. To reduce air pollution and ensure air quality continues to improve.	?	?	+	0	0	0	+	+	+	++	0	Objective 10 fully accords with the SA objective as it aims to reduce and manage air pollution along the corridor, particularly in the identified Air Quality Management Areas. This objective is supported by objectives 3, 7, 8 & 9 which are partially compatible. These objectives provide support by delivering a range of well designed, high quality dwellings, protecting and enhancing biodiversity, reducing the impact of climate change through mitigation and adaptation and implementing sustainable transport options, all of which should partly support the SA objective. The output of objectives 1 & 2 with regard to the SA is uncertain as they depend upon the built form which they propose and how this will impact upon air quality and pollution. Objectives 4, 5, 6 & 11 are assessed as having a neutral impact upon the SA objective as they should not give rise to air pollution or affect air quality materially.
13. To minimise noise pollution, especially around land use interfaces.	?	?	0	?	?	-	0	0	-	+	0	Objectives 1, 2, 4 & 5 are assessed as uncertain as the effects of the strategy objectives upon noise pollution especially related to land uses is unknown at this stage given the high level nature of the AAP objectives. Whereas objectives 6 & 9 propose mixed use developments, enhancements to the public realm and aim to connect larger parts of the town which will likely lead to increased noise pollution, both from and because of mixed use development and are assessed as partially incompatible accordingly. Objective 10 has been classified as partially compatible as it aims to support development and promote integration within the context of a healthy lifestyle which may lead to reduced, or minimised, noise pollution. Objectives 3, 7, 8 & 11 are assessed as neutral as the initiatives they suggest should not impact upon noise pollution.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
14. To improve health, reduce health inequalities and promote healthy living.	+	?	+	?	+	+	+	0	+	++	+	Objective 10 leads with the intention to enhance resident's health and education outcomes through supporting development which encourages healthy lifestyles. As such, this objective is highly compatible with the SA objective. Objectives 1, 3, 5, 6, 7, 9 & 11 are all partially compatible with the SA as they directly or indirectly promote development or initiatives which aim to improve health and well-being, including new sustainable neighbourhoods, high quality dwellings, the vitality and viability of Bradford as a place and the connection with Shipley at a local level. The effects or impact of objectives 2 & 4 are uncertain as the built form these objectives take is unknown at this time. Objective 8 will have a neutral impact due to its focus on mitigating or adapting to climate change.
15. To strengthen and sustain resilient local economy.	++	?	0	++	++	0	0	0	?	?	0	Objectives 1, 4 & 5 are highly compatible with the SA objective as they aim is to support sustainable economic growth and promote high quality economic development within the corridor which should positively impact upon the local community, propose large scale development within the boundary of the AA which should substantially increase the size of local market housing and increasing the labour pool which should have a material effect on the resilience and viability of the local economy. The compatibility of objectives 2, 9 & 10 are unsure as the relationship between the re-use of land, transport routes and resident's health and education with the local economy isn't quantifiable at present. Objectives 3, 6, 7, 8 & 11 are assessed as neutral compatibility as they propose initiatives and measures which are not relatable to a local context.
16. To ensure local people have access to satisfying opportunities for employment and occupation.	0	?	0	++	++	+	0	0	0	+	0	Strategy objectives 4 & 5 are fully compatible SA objective as they support sustainable economic growth within the corridor and support the vitality and viability of Bradford City Centre and Shipley town centre as thriving places for retail, residential, leisure, tourism and business. Objectives 6 & 10 partially support the objective as they aim to enhance Shipley and improve their links with the town centre, Saltaire, Shipley station and the Leeds and Liverpool canal as well as improving access to good quality jobs. The compatibility of objective 2 is uncertain as the effective use of land is defined so the impacts cannot be quantified. Objectives 1, 3, 7, 8, 9 & 11 do not relate to employment directly are assess as neutral accordingly.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
SA Objectives	Strategic Objectives											Commentary
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
17. To help create and sustain safe, vibrant and cohesive communities.	++	?	+	0	+	+	+	0	+	+	0	Objective 1 is highly compatible with the SA objective as it intends to deliver 3,100 new homes which will incorporate sustainable neighbourhoods and encourage healthy lifestyles for its communities. Objectives 3, 5, 6, 7, 9 & 10 are all partially compatible with the SA objective as they aim to provide additional housing, support the areas through built development, enhance the cultural and historical heritage and provide sustainable transport networks and green spaces which will support the SA objective in some capacity. The relationship of objective 2 with the SA objective is uncertain as the finite nature of effective land use has not been realised so the impacts with regard to communities is currently intangible. Objective 4, 8 & 11 have a neutral compatibility with the SA objective as they focus on strategies that do not directly impact upon communities.





Appendix D

Detailed Policy by Policy Appraisal



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The delivery of over 3,000 new homes will inevitably create demand for and increase in the use of private cars, which would have an adverse effect on the objective and would have negative impacts in relation to maximising sustainable transport options. However, siting of homes and employment in the urban eco-settlement would create potential for more walking and cycling to access the new employment opportunities created. In addition, when considered alongside other policies in the AAP, notably ST1, ST3, ST4, ST5 and ST6 which will help to increase the use of sustainable modes of transport, which in turn will help to mitigate impacts of increased car use associated with the new homes. Overall it is therefore considered that the impacts of this policy on this objective will be both positive and negative.	+/-
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The delivery of over 3,000 new homes alongside other policies in the plan, a significant proportion of which will be located in the urban eco-settlement which will be designed to urban eco settlement principles and includes policies in relation to low carbon development, flood risk, housing quality, healthy lifestyles, sustainable transport, biodiversity and green infrastructure (detailed in Appendix E). The objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. Policy NBE6 will also help to improve efficiency in design, and layout, which will in turn help to have a significantly positive impact upon this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<p>The policy will have significant positive impact upon this objective as it will help to deliver a minimum of 3,000 new homes over the plan period in a number of locations across the Shipley and Canal Road Corridor Area. These 3,000 new homes (with the potential for more) will help to meet the Districts current and future housing needs and will build upon the positive impacts of Core Strategy policies BD1, H03 and H06.</p> <p>It will be important that the new homes delivered takes account of the Strategic Housing Market Assessment which identified that there are shortfalls of larger three and four or more bedroom properties, detached and semi-detached houses and flats/apartments (although it was noted that there would be a need for further market testing in relation to flats/apartments). This will help to ensure that a wide range of dwellings are delivered.</p> <p>Account should also be taken of the Gypsy and Traveller Assessment given that Gypsy and Travellers are an often marginalised group of society and to ensure that they are provided for.</p>	++



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>New housing development could have adverse impacts on the Saltaire WHS and other heritage assets and features. Several of the residential allocations have been assessed a potentially negative impact, due to proximity to Leeds-Liverpool Conservation Area and that design measures will need to be put in place to avoid adverse impacts. However, there are other policies in the plan, notably NBE5 and NBE6 which seek to preserve and enhance heritage and to ensure good design of new development. All of these measures will help to protect sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. There will also be opportunities to enhance heritage through the delivery of new homes.</p> <p>Overall in implementation of this policy alongside NBE5 and NBE6 there will be a minor positive impact upon this objective. Positive impacts on this objective will be important given that new housing in and around Shipley will be located within the buffer zone of Saltaire.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>There is potential with delivering new homes to have adverse impacts in relation to biodiversity, which is evidenced by the fact that a number of the residential allocations have been identified as in close proximity to ecological designations (including the Leeds-Liverpool Site of Ecological Interest). However, there are other policies in the plan, notably NBE4 which will help to protect and enhance biodiversity and further site specific mitigation can be identified and implemented at the detailed planning application stage. Implementation of this policy alongside NBE4 will therefore help to have a positive impact upon this objective.</p> <p>There may be opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC as part of new housing developments which would help to have further positive impacts.</p> <p>The green infrastructure study undertaken for the SCRC note that almost 50% of the SCRC is comprised of Green Infrastructure (GI) assets making this a very 'green/blue' corridor. There will be opportunities to protect this existing GI through the development of new housing, all of which will have positive impacts on this objective.</p> <p>The GI study notes that the potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality) which further highlights the opportunities for green infrastructure enhancements, which would also have positive impacts in relation to biodiversity.</p> <p>However, despite commitments (under NBE1 Green Infrastructure) to ensure approximately 40% of the AAP area is retained as greenspace; it is recognised that existing green infrastructure assets will be reduced as future development takes place.</p>	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There will be opportunities to provide new open space as part of the delivery of this new housing, which will help to have a positive impact upon this objective which will be supported through Policy HSC2 which seeks to ensure that major new residential developments will be required to provide for new or improved open space and recreation facilities. In consequence, there will be opportunities to enhance existing provision. The policy will therefore help to have a positive impact upon this objective.	+
	However, despite commitments (under NBE1 Green Infrastructure) to ensure approximately 40% of the AAP area is retained as greenspace; it is recognised that in order to deliver the housing requirement for the AAP existing areas identified as open space may be lost which would have a negative impact upon this objective.	-
8. To maintain and improve soil and water quality.	There is a target to deliver 55% of new development on PDL which will make a substantial contribution to minimising loss of soil resources; however, there will be some loss to increased urbanisation (as evidenced in the decline of greenspace). Effects on water quality should be positive (due to others policies such as NBE2 and NBE3), along with the commitments under the Water Framework Directive, which would have positive impacts on this objective.	+
	There may be opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC as part of new housing developments which may help to improve soil and water quality.	
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk and implementation of this policy account should be taken of general mitigation measures outlined in CC1 including: <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. 	?
	However, the exact impacts (and any potential mitigation) in relation to flooding and overall impacts on this objective can only be fully determined at the detailed planning application stage and so impacts are uncertain at this stage. Furthermore, individual site flood risk assessments will be required in line with the level 2 SFRA.	

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Construction of new homes will generate waste. However in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. However, there will still be waste generated from the scale of housing.</p> <p>Overall, there will be a mixture of positive and negative impacts due to the positive impacts of good design, but also recognition negative impacts of overall increase in waste generation.</p>	+/0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>Through the delivery of over 3,000 new homes there will be opportunities to enhance green infrastructure and deliver low carbon developments which would help to mitigate and adapt to the effects of climate change and have positive impacts upon this objective.</p> <p>Policy CC2 requires major development proposals, including the urban eco village to demonstrate the highstandards of sustainability and eco-innovation, and development schemes should maximise opportunities for energy efficiency and on-site carbon reduction which will make a contribution towards ensuring a low carbon development which is compatible with the objective. Other policies, notable CC1 and NBE3 will also aid ensuring resilience.</p> <p>Overall impacts on this objective from this policy will be positive.</p>	+
12. To reduce air pollution and ensure air quality continues to improve.	<p>New housing will inevitably create increased demand for private car use, which could have adverse impacts in relation to air pollution and air quality, particular at the existing AQMA at Shipley-Airedale Road and in turn residents health. Whilst there are a number of other policies in the AAP which seek to maximise sustainable modes of transport (notably ST1, ST3, ST4, ST5 and ST6) impacts will to an extent depend upon behavioural changes and so it is uncertain at this stage what impact the new housing and associated car use will have on air quality, notwithstanding the Air Quality and Low Emissions strategies for Bradford.</p>	?
	<p>The construction effects of new homes in relation to the movement of materials by HGV could have negative impacts on this objective in relation to air pollution and quality. Given the scale of new housing proposed there will therefore be minor negative impacts in relation to this.</p> <p>Overall the policy will have a mixture of uncertain and negative impacts on this objective.</p>	-

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
13. To minimise noise pollution, especially around land use interfaces.	Good site management practices will help to minimise noise pollution from construction activity related to the delivery of the 3,000 homes which would help to have a positive impact upon this objective.	+
14. To improve health, reduce health inequalities and promote healthy living.	The delivery of a minimum of 3,000 new homes will help to increase access to good quality homes, with subsequent positive health benefits. There are also opportunities with the delivery of new homes to enhance green infrastructure provision and incorporate open space and recreation facilities. All of this will help to have positive impacts on this objective.	+
15. To strengthen and sustain resilient local economy.	<p>The delivery of over 3,000 new homes could have potentially significant positive impacts upon this objective through the creation of jobs related to the construction of these new homes and support for businesses and services in the local area. Any such positive impacts would depend upon the approach taken by house builders and the skills of the local workforce as to whether there were any positive impacts on this objective.</p> <p>However, the urban eco-settlement is a mixed use development seeking to provide local employment opportunities. In addition, as there is substantial inward commuting to jobs with Bradford city centre (and along the corridor) – the provision of high quality additional homes provides the opportunity for people to live closer to their areas of employment. It will also increase the size of the local labour market, which could support the local economy. For these reasons the policy will have a minor positive impact upon this objective.</p>	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Some of the large housing developments are identified as mixed developments looking to provide local employment opportunities – so whilst not explicit within the policy, when considered in conjunction with other policies and the commitments within the urban eco-settlement, overall the policy will have a minor positive impact upon this objective.	+



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H1 – Housing Requirements	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	The delivery of over 3,000 new homes will help to create and sustain safe, vibrant and cohesive communities through provision of housing needed in the SCRC. This will have a significant in relation to objective impact upon this objective.	+
<p>Summary The policy is anticipated to have a number of positive impacts, particularly in relation to objective 4</p> <p>Through implementation of this policy alongside others in the plan (e.g. NBE4, NBE5, NBE6 and HSC2), there will be opportunities to ensure good design, protect heritage, biodiversity, soil and water resources and enhance areas of open space so there will be positive impacts on objectives 3, 5, 6, 7 and 8.</p> <p>Whilst impacts on objective 15 will in part depend upon the approach taken by house builders, for example with construction jobs and skills of local workforce, the urban eco-settlement is a mixed use development seeking to provide local employment opportunities. Furthermore, the provision of high quality additional homes provides the opportunity for people to live closer to their areas of employment and will help to increase the size of the local labour market, which will have a positive impact upon this objective. There will also be positive impacts upon objective 16 through some of the large housing developments providing local employment opportunities as part of mixed use developments on the site.</p> <p>Inevitably there will be waste generation and HGV movements associated with the delivery of over 3,000 new homes and so there are minor negative impacts in relation to waste generation and air quality. There will also be negative impacts in relation to the loss of some open space, though this will be mitigated to an extent through enhancements to open space,</p> <p>In addition the policy is in general accordance with NPPF since it will help to deliver a wide choice of high quality homes.</p>		
<p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The delivery of over new homes and sustainable neighbourhoods will inevitably create demand for an increase in the use of private cars, which would have an adverse effect on the objective and would have negative impacts in relation to maximising sustainable transport options. However, siting of homes and employment in the urban eco-settlement would create potential for more walking and cycling to access the new employment opportunities created. In addition, when considered alongside other policies in the AAP, notably ST1, ST3, ST4, ST5 and ST6 which will help to increase the use of sustainable modes of transport, which in turn will help to mitigate impacts of increased car use associated with the new homes. Overall it is therefore considered that the impacts of this policy on this objective will be both positive and negative.	+/-
2. To improve the quality, range and accessibility of community services and facilities.	Larger scale housing developments will be required to deliver the necessary supporting infrastructure (including community infrastructure) required to deliver sustainable neighbourhoods. In terms of New Bolton Woods this will include a New Primary school, all of which will help to have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The delivery of new homes and sustainable neighbourhoods alongside other policies in the plan, a significant proportion of which will be located in the urban eco-settlement which will be designed to urban eco settlement principles and includes policies in relation to low carbon development, flood risk, housing quality, healthy lifestyles, sustainable transport, biodiversity and green infrastructure (detailed in Appendix E). The objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. Policy NBE6 will also help to improve efficiency in design, and layout, which will in turn help to have a significantly positive impact upon this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<p>Maximising the delivery of high-quality, sustainable and affordable homes within the Corridor will have significant positive effects upon this objective. Affordability is a significant problem in certain parts of Bradford and so efforts to address this will help to increase the chances of home ownership for local residents.</p> <p>In particular the requirement in the policy that the Council will expect larger scale housing sites to deliver specialist housing products will help to ensure that the housing delivered is tailored to local needs, which will have significant positive impacts on this objective.</p> <p>The policy also requires that large scale residential sites in the Centre Section will be expected to deliver a mix of housing types, sizes, and tenures and include a high proportion family sized homes, with two to four bedrooms.</p>	++

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
	It will be important that in the delivery of the new housing, account is taken of the settlement study for Shipley which noted that there is a significantly low amount of detached dwellings in this area which only account of 9.3% of houses in this area in comparison to the Districts average of 13.5%. It will also be important that the new homes delivered takes account of the Strategic Housing Market Assessment which identified that there are shortfalls of larger three and four or more bedroom properties, detached and semi-detached houses and flats/apartments (although it was noted that there would be a need for further market testing in relation to flats/apartments).	
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>New housing development could have adverse impacts on the Saltaire WHS and other heritage assets and features. Several of the residential allocations have been assessed a potentially negative impact through this SA, due to proximity to Leeds-Liverpool Conservation Area and that design measures will need to be put in place to avoid adverse impacts. However, there are other policies in the plan, notably NBE5 and NBE6 which seek to preserve and enhance heritage and to ensure good design of new development. In addition the Council has undertaken a Heritage impact assessment of all sites within the buffer zone of the WHS which has helped in terms of identifying any harm and avoiding impacts. All of these measures will help to protect sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. There will also be opportunities to enhance heritage through the delivery of new homes.</p> <p>Overall in implementation of this policy alongside NBE5 and NBE6 there will be a minor positive impact upon this objective. Positive impacts on this objective will be important given that new housing in and around Shipley will be located within the buffer zone of Saltaire.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>There is potential with delivering new homes to have adverse impacts in relation to biodiversity, which is evidenced by the fact that a number of the residential allocations have been identified as in close proximity to ecological designations (including the Leeds-Liverpool Site of Ecological Interest). However, there are other policies in the plan, notably NBE4 which will help to protect and enhance biodiversity and further site specific mitigation can be identified and implemented at the detailed planning application stage. Implementation of this policy alongside NBE4 will therefore help to have a positive impact upon this objective.</p> <p>There may be opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC as part of new housing developments which would help to have further positive impacts.</p> <p>The green infrastructure study undertaken for the SCRC note that almost 50% of the SCRC is comprised of Green Infrastructure (GI) assets making this a very 'green/blue' corridor. There will be opportunities to protect this existing GI through the development of new housing, all of which will have positive impacts on this objective.</p> <p>The GI study notes that the potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality) which further highlights the opportunities for green infrastructure enhancements, which would also have positive impacts in relation to biodiversity.</p>	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
	However, despite commitments (under NBE1 Green Infrastructure) to ensure approximately 40% of the AAP area is retained as greenspace; it is recognised that existing green infrastructure assets will be reduced as future development takes place.	
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There will be opportunities to provide new open space as part of the delivery of this new housing, which will help to have a positive impact upon this objective which will be supported through Policy HSC2 which seeks to ensure that major new residential developments will be required to provide for new or improved open space and recreation facilities. In consequence, there should be an overall increase in open space provision with the development of new housing and there will also be opportunities to enhance existing provision. The policy will therefore have a positive impact upon this objective.	+
	However, despite commitments (under NBE1 Green Infrastructure) to ensure approximately 40% of the AAP area is retained as greenspace; in order to deliver the housing requirement for the AAP existing areas identified as open space may be lost which would have a negative impact upon this objective.	-
8. To maintain and improve soil and water quality.	There is a target to deliver 55% of new development on PDL which will make a substantial contribution to minimising loss of soil resources; however, there will be some loss to increased urbanisation (as evidenced in the decline of greenspace). Effects on water quality should be positive (due to others policies such as NBE2 and NBE3), along with the commitments under the Water Framework Directive, which would have positive impacts on this objective. There may be opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC as part of new housing developments which may help to improve soil and water quality.	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk and implementation of this policy account should be taken of general mitigation measures outlined in CC1 including: <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>However, the exact impacts (and any potential mitigation) in relation to flooding and overall impacts on this objective can only be fully determined at the detailed planning application stage and so impacts are uncertain at this stage. Furthermore, individual site flood risk assessments will be required in line with the level 2 SFRA.</p>	?

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	Construction of new homes will generate waste. However in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. However, there will still be waste generated from the scale of housing and so there is a minor negative impact on this objective.	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>Through the delivery of over 3,000 new homes there will be opportunities to enhance green infrastructure and deliver low carbon developments which would help to mitigate and adapt to the effects of climate change and have positive impacts upon this objective.</p> <p>Policy CC2 requires major development proposals, including the urban eco village to demonstrate the highest possible standards of sustainability and eco-innovation, and development schemes should maximise opportunities for energy efficiency and on-site carbon reduction which will make a contribution towards ensuring a low carbon development which is compatible with the objective. Other policies, notable CC1 and NBE3 will also aid ensuring resilience.</p> <p>Overall impacts on this objective from this policy will be positive.</p>	+
12. To reduce air pollution and ensure air quality continues to improve.	Inevitably with new housing there will be increase in demand for private associated with such growth. This would have negative impacts in relation to an increase in vehicle emissions and in turn air pollution, and could exacerbate air quality problems in AQMAs. However, , when considered alongside other policies in the plan (notably ST1, ST3, ST4, ST5 and ST6) which seek to promote and ensure use of sustainable modes of transport, these policies will help overall to reduce the need to travel and increase sustainable modes of transport. Overall impacts on this objective on this basis are therefore neutral.	0
	<p>The construction effects of new homes in relation to the movement of materials by HGV could have negative impacts on this objective in relation to air pollution and quality. Given the scale of new housing proposed which will be delivered through Policies H1 and H2 there will therefore be minor negative impacts in relation to this.</p> <p>Overall the policy will have a mixture of uncertain and negative impacts on this objective.</p>	-
13. To minimise noise pollution, especially around land use interfaces.	Good site management practices will help to minimise noise pollution from construction activity related to the delivery of the 3,000 homes which would help to have a positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	Through Policy H1 and this policy, there will be a significant amount of new housing delivered in the corridor. This will increase resident's access to housing and will help people to live in a good quality home, which will have associated positive health impacts and therefore have a positive impact upon this objective.	+
15. To strengthen and sustain resilient local economy.	<p>The delivery of over 3,000 new homes could have potentially significant positive impacts upon this objective through the creation of jobs related to the construction of these new homes and support for businesses and services in the local area. Any such positive impacts would depend upon the approach taken by house builders and the skills of the local workforce as to whether there were any positive impacts on this objective.</p> <p>However, the urban eco-settlement is a mixed use development seeking to provide local employment opportunities. In addition, as there is substantial inward commuting to jobs with Bradford city centre (and along the corridor) – the provision of high quality additional homes provides the opportunity for people to live closer to their areas of employment. It will also increase the size of the local labour market, which could support the local economy. For these reasons the policy will have a minor positive impact upon this objective.</p>	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Some of the large housing developments are identified as mixed developments looking to provide local employment opportunities – so whilst not explicit within the policy, when considered in conjunction with other policies and the commitments within the urban eco-settlement, overall the policy will have a minor positive impact upon this objective.	+
17. To help create and sustain safe, vibrant and cohesive communities.	The policy will help to deliver a significant amount of new housing and to create sustainable neighbourhoods, all of which will have a positive impact upon this objective.	+
<p>Summary The policy is anticipated to have a number of positive impacts, particularly in relation to objective 4 as a significant amount of new homes will be delivered to help meet local need. Through implementation of this policy alongside others in the plan (e.g. NBE4, NBE5, NBE6 and HSC2), there will be opportunities to ensure good design, protect heritage, biodiversity, soil and water resources and open space there will be positive impacts on objectives 3, 5, 6, 7 and 8.</p>		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy H2 – Delivering New Homes and Sustainable Neighbourhoods	
	Commentary	Scoring
	<p>There will also be positive impacts on objective 2 given that larger scale housing developments will be required to deliver the necessary supporting infrastructure (including community infrastructure) required to deliver sustainable neighbourhoods.</p> <p>Whilst impacts on objective 15 will in part depend upon the approach taken by house builders, for example with construction jobs and skills of local workforce, the urban eco-settlement is a mixed use development seeking to provide local employment opportunities. Furthermore, the provision of high quality additional homes provides the opportunity for people to live closer to their areas of employment and will help to increase the size of the local labour market, which will have a positive impact upon this objective. There will also be positive impacts upon objective 16 through some of the large housing developments providing local employment opportunities as part of mixed use developments on the site.</p> <p>Inevitably there will be waste generation and HGV movements associated with the delivery of the new homes and so there are minor negative impacts in relation to objective 10. There will in part be negative impacts on air quality from HGV's associated with the construction of new homes and in part in relation to the loss of open space, though this will be mitigated to an extent by opportunities to provide new open space through the delivery of new housing.</p> <p>In addition the policy is in general accordance with NPPF since it will help to deliver a wide choice of high quality homes.</p>	
	<p>Mitigation: No mitigation required.</p>	

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE1 – Sustainable Economic Growth	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	<p>Inevitably with economic growth there will be increase in demand for private car use and HGV's associated with such growth. This would have negative impacts in relation maximising sustainable transport options. However, when considered alongside other policies in the plan (notably ST1, ST3, ST4, ST5 and ST6) which seek to promote and ensure use of sustainable modes of transport, these policies will help overall to reduce the need to travel and will mitigate the impact of increased car and HGV use.</p> <p>However, and despite efforts to maximise use of sustainable modes of transport, there will be an overall increase in car and HGV use. Overall the policy will have a mixture of positive and negative impacts.</p>	-/+
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<p>Some of the economic growth will be located within the urban eco-settlement which will be designed to urban eco settlement principles and includes policies in relation to low carbon development, flood risk, housing quality, healthy lifestyles, sustainable transport, biodiversity and green infrastructure (detailed in Appendix E). The objectives for the AAP also include the delivery of at least 55% of new housing development on previously developed land, which based upon the sites allocated for development will be realised. Policy NBE6 will also help to improve efficiency in design, and layout, which will in turn help to have a significantly positive impact upon this objective.</p> <p>Overall and in light of the above the policy will have a significant positive impact upon this objective.</p>	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	The policy will not directly help to meet local housing needs. However, the policy will help to increase wealth levels in the SCRC and thereby give people a greater opportunity to be able to afford to buy their own home which will have an indirect positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE1 – Sustainable Economic Growth	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>Sustainable economic growth could have adverse impacts on Saltaire and other heritage assets and features. However, none of the mixed use or town centre site allocations have been identified as having adverse impacts upon this objective.</p> <p>Furthermore there are other policies in the plan, notably NBE5 and NBE6 which seek to preserve and enhance heritage and to ensure good design of new development. All of these measures will help to protect sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. There will also be opportunities to enhance heritage through the delivery of sustainable economic growth.</p> <p>Overall in implementation of this policy alongside NBE5 and NBE6 there will be a minor positive impact upon this objective. Positive impacts on this objective will be important given that economic growth in and around Shipley will be located within the buffer zone of Saltaire.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>There is potential with delivering sustainable economic growth to have adverse impacts in relation to biodiversity, as evidenced by the site appraisals of the mixed use and town centre sites which highlighted the presence of protected species. However, there are other policies in the plan, notably NBE4 which will help to protect and enhance biodiversity. Implementation of this policy alongside NBE4 will therefore help to have a positive impact upon this objective.</p> <p>There may be limited opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>Despite commitments (under NBE1 Green Infrastructure) to ensure approximately 40% of the AAP area is retained as greenspace; it is recognised that existing green infrastructure assets will be reduced as future development takes place and so notwithstanding this commitment it is considered that due to the loss of some open space overall impacts on this objective are neutral.</p>	0
8. To maintain and improve soil and water quality.	<p>There is a target to deliver 55% of new development on PDL which will make a substantial contribution to minimising loss of soil resources; however, there will be some loss to increased urbanisation (as evidenced in the decline of greenspace). Effects on water quality should be positive (due to others policies such as NBE2 and NBE3), along with the commitments under the Water Framework Directive, which would have positive impacts on this objective.</p> <p>There may be opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC as part of new economic growth which may help to improve soil and water quality.</p>	+

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE1 – Sustainable Economic Growth	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk and implementation of this policy account should be taken of general mitigation measures outlined in CC1 including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>However, the exact impacts (and any potential mitigation) in relation to flooding and overall impacts on this objective can only be fully determined at the detailed planning application stage and so impacts are uncertain at this stage. Furthermore, individual site flood risk assessments will be required in line with the level 2 SFRA.</p>	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Through economic there will be waste generated and this could be significant. However, in conjunction with Policy NBE6 this could be reduced, along with the adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc.. However, there will still be waste generated from economic growth and so there is a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>Inevitably with economic growth there will be increase in demand for private car use and HGV's associated with such growth. This would have negative impacts in relation to an increase in vehicle emissions and in turn on climate change. However, other policies in the plan (notably ST1, ST3, ST4, ST5 and ST6) seek to promote and ensure use of sustainable modes of transport. The extent to which this would have positive impacts in relation to reducing vehicle emissions is dependent to an extent upon behavioural changes and therefore impacts are uncertain.</p>	?
12. To reduce air pollution and ensure air quality continues to improve.	<p>Economic growth will inevitably create increased demand for private car use, which could have adverse impacts in relation to air pollution and air quality, particular at the existing AQMA at Shipley-Airedale Road and in turn residents health. Whilst there are a number of other policies in the AAP which seek to maximise sustainable modes of transport (notably ST1, ST3, ST4, ST5 and ST6) impacts will to an extent depend upon behavioural changes and so it is uncertain at this stage what impact economic growth and associated car and HGV use will have on air quality, notwithstanding the Air Quality and Low Emissions strategies for Bradford.</p>	?

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SA Objectives	Policy SE1 – Sustainable Economic Growth	
	Commentary	Scoring
13. To minimise noise pollution, especially around land use interfaces.	There may be some noise pollution associated with economic growth. However, this is likely to be temporary and can be controlled through good site management practices. Furthermore any noise associated with construction activities undertaken as part of new economic development could be controlled through planning conditions and other appropriate means, all of which would help to ensure an overall neutral impact on this objective.	0
14. To improve health, reduce health inequalities and promote healthy living.	The policy is concerned with delivering sustainable economic growth. This will help to increase wealth levels which could have associated positive health impacts and therefore a positive impact on this objective..	+
15. To strengthen and sustain resilient local economy.	The policy is concerned with delivering sustainable economic growth. This will help to strengthen and sustain a resilient local economy and have a significant positive impact upon this objective.	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy is concerned with delivering sustainable economic growth. This will help to ensure local people have access to satisfying opportunities for employment and occupation and will have a significant positive impact upon this objective.	++
17. To help create and sustain safe, vibrant and cohesive communities.	The policy is concerned with delivering sustainable economic growth. This will help to create and sustain safe, vibrant and cohesive communities and will have a positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE1 – Sustainable Economic Growth	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly on objectives 15 and 16 given that sustainable economic growth will help to strengthen and sustain resilient local economy and ensure local people have access to jobs. Through implementation of this policy alongside others in the plan (e.g. NBE4, NBE5, NBE6 and HSC2), there will be opportunities to ensure good design, protect heritage, biodiversity, soil and water resources and open space there will be positive impacts on objectives 3, 5, 6, 7 and 8.</p> <p>Implementation of this policy alongside the transport policies will help to mitigate the adverse impacts of the inevitable increase in car and HGV use associated with economic growth. However, this will be dependent to an extent upon behavioural choices, and therefore will be a mixture of positive and negative impacts on objective 1, and uncertain impacts on objectives 11 and 12.</p> <p>As there will be waste generation associated with the economic growth (which could be significant) there is a minor negative impact on objective 10.</p> <p>Whilst there are commitments elsewhere in the plan to retain green space there will be loss of greenspace as part of economic growth, and so overall impacts on objective 7 are neutral.</p> <p>The employment land review undertaken for Bradford has highlighted that Bradford is lagging behind the wider Yorkshire and Humber region in terms of economic activity and unemployment rate and that Bradford's economy is a low value economy when compared to regional and national output figures. Bradford's share of the regional economic output has fallen consistently since 1995 although growth rates have improved since 2005. In the context of this sustainable economic growth will be welcomed to help try and reverse such trends.</p> <p>It should be noted that this policy is in accordance with NPPF requirements since it will help to build a strong and competitive economy in Bradford, and also contribute to the wider Leeds City Region and UK economy and help to ensure the vitality of town centres.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE2 – Canal Road Employment Zone	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy sets out that development proposals within the Canal Road Employment Zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. Whilst there will be opportunities to make use of existing sustainable transport provision in this area (for example walking, cycling and buses) there could also be an increase in use of cars and HGV. Notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport is dependent upon behavioural choices and therefore impacts are uncertain at this stage	?
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. Sustainable economic growth will help to encourage urban regeneration and implementation alongside policy NBE6 will help to deliver efficiency in design of future development that will help realise any such economic growth, all of which will help to have a significant positive impact upon this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE2 – Canal Road Employment Zone	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. Implementation of this policy alongside policies NBE5 and NBE6 will help to ensure that as part of any sustainable economic growth that high quality development is delivered which is well designed and does not have any adverse impacts in relation to heritage. Overall there will be positive impacts upon this objective.	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. Implementation of this policy alongside policy NBE4 will help to protect biodiversity. There may also be opportunities to deliver some of the environmental enhancements identified in the ecological appraisal undertaken for the SCRC, although such opportunities are likely to be limited. Overall when considering implementation of this policy alongside NBE4 there will be a minor positive impact upon this objective.	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. Implementation of this policy alongside policy NBE6 will help to ensure good design for any new development associated with sustainable economic growth in the canal road employment zone, and offers potential (albeit limited) for incorporation of open space which would have a minor positive impact upon this objective.	+
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE2 – Canal Road Employment Zone	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area, the Corridor also contains locations where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk. Policy CC1 states that where sites are at risk of flooding and not already allocated for uses within the Plan then they should be supported by a flood risk sequential test to take account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. Those proposals which pass the sequential test will still be required to submit a Flood Risk Assessment and proposals must demonstrate that they will not increase the risk of flooding elsewhere in the city. It is also noted that policy will not permit development identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. Sites located in areas at risk of flooding will be expected to take account of general mitigation measures including:</p> <ul style="list-style-type: none"> • Use of Sustainable Drainage Systems (SuDS) such as dry basins and swales within developments to reduce runoff rates; • Retaining areas of natural floodplain and introducing new and enhancing existing areas of green space, permitting further temporary flood water storage; and • Development phasing. <p>In light of all the above measures it is considered that overall impacts upon this objective are neutral, although it is noted that will be a level of uncertainty until planning applications come forward.</p>	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Construction of new employment development in this area will generate waste. However, in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of onsite aggregate etc. Overall it is still thought likely that there will be some residual waste generated from new employment development and so there will be a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to mitigation and adaptation to climate change.</p>	?

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SA Objectives	Policy SE2 – Canal Road Employment Zone	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to a reduction in air pollution and improvement in air quality	?
13. To minimise noise pollution, especially around land use interfaces.	There could be noise pollution associated with the development of new employment uses in this area as part of sustainable economic growth in line with Core Strategy policy EC4. However such noise issues are likely to be temporary and can be mitigated through good site practices and so overall impacts on this objective are neutral.	0
14. To improve health, reduce health inequalities and promote healthy living.	As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to improving human health.	?
15. To strengthen and sustain resilient local economy.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. This will help to strengthen and sustain a resilient local economy and have a significant positive impact upon this objective.	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. This will help to ensure local people have access to satisfying opportunities for employment and occupation and have a significant positive impact upon this objective.	++

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE2 – Canal Road Employment Zone	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	Development proposals within the Canal road employment zone will be assessed in accordance with Core Strategy Policy EC4 which seeks to deliver sustainable economic growth. This will help to support economic growth in this area and create local job opportunities. In turn this will help to create and sustain vibrant and cohesive communities in this area and have a minor positive impact upon this objective.	+
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 3, 15 and 16. New industrial and commercial investment in the canal road employment zone will help to encourage urban regeneration, strengthen and sustain a resilient local economy and ensure that local people have access to employment opportunities. In implementing this policy alongside policies NBE4, NBE5 and NBE6 it will help to ensure that new development is well designed and helps to protect heritage and biodiversity. Good design of any new economic development in this area will help to have a minor positive impact on objective 7 through the potential (albeit limited) to include open space.</p> <p>Maintaining and supporting employment uses and new industrial and commercial investment in the canal road employment zone will help to create and sustain vibrant communities in this area and have a minor positive impact upon objective 17.</p> <p>There is uncertainty over the extent to which new development in this area would make use of sustainable modes of transport and therefore impacts on objectives 9, 11, 12 and 14 are uncertain. Inevitably there will be waste generation associated with development of new employment uses here and so there is a minor negative impact on objective 10. There is no clear relationship with the other objectives and therefore impacts are neutral.</p> <p>It should be noted that this policy is in accordance with NPPF requirements since it will help to build a strong and competitive economy in Bradford, and also contribute to the wider Leeds City Region and UK economy.</p> <p>Mitigation:</p> <p>As noted above, there is some uncertainty over the extent to which new development in this area would make use of sustainable modes of transport with uncertain impacts in relation to air quality, climate change and human health. Given that this uncertainty relates to behavioural choices around transport modes no specific mitigation is identified here.</p> <p>In implementing this policy account should be taken of the recommended mitigation in the level 2 SFRA and the fact that individual site flood risk assessments will be required.</p>		

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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>Whilst there will be opportunities to make use of existing sustainable transport provision in this area (for example walking, cycling and buses) as part of any new retail developments there could also be an increase in use of cars and HGV. Notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport is dependent upon behavioural choices and therefore impacts are uncertain at this stage.</p>	?
2. To improve the quality, range and accessibility of community services and facilities.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>This will not have any direct impacts in relation community facilities and services and therefore impacts are neutral.</p>	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>This will help to encourage urban regeneration and implementation alongside policy NBE6 will help to deliver efficiency in design for new retail development in this area, all of which will help to have a significant positive impact upon this objective.</p> <p>Furthermore, the objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. This will further help to enhance positive impacts of this policy on this objective.</p>	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>Implementation of this policy alongside policies NBE5 and NBE6 will help to ensure that high quality development is delivered which is well designed and does not have any adverse impacts in relation to heritage. Overall there will be minor positive impacts upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>Implementation of this policy alongside policy NBE4 will help to protect biodiversity. There may also be opportunities to deliver some of the environmental enhancements identified in the ecological appraisal undertaken for the SCRC, although such opportunities are likely to be limited.</p> <p>Overall when considering implementation of this policy alongside NBE4 there will be a minor positive impact upon this objective.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>Whilst the policy will not deliver any new space, there may be limited potential for new open space provision as part of new retail development in this area.</p>	+
8. To maintain and improve soil and water quality.	<p>The Bradford Beck runs through this area so there may be potential to improve water quality through adjacent development in accordance with Water Framework Directive. However, such improvements could only be fully determined at the detailed planning application stage and therefore overall impacts are neutral.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area, the Corridor also contains locations where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk. Policy CC1 states that where sites are at risk of flooding and not already allocated for uses within the Plan then they should be supported by a flood risk sequential test to take account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. Those proposals which pass the sequential test will still be required to submit a Flood Risk Assessment and proposals must demonstrate that they will not increase the risk of flooding elsewhere in the city. It is also noted that policy will not permit development identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. Sites located in areas at risk of flooding will be expected to take account of general mitigation measures including:</p> <ul style="list-style-type: none"> • Use of Sustainable Drainage Systems (SuDS) such as dry basins and swales within developments to reduce runoff rates; • Retaining areas of natural floodplain and introducing new and enhancing existing areas of green space, permitting further temporary flood water storage; and • Development phasing. <p>In light of all the above measures it is considered that overall impacts upon this objective are neutral, although it is noted that will be a level of uncertainty until planning applications come forward.</p>	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Construction of new retail development will generate waste. However, in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. Overall it is still thought likely that there will be some residual waste generated from new retail development and so there will be a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to mitigation and adaptation to climate change.</p>	?

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to a reduction in air pollution and improvement in air quality.	?
13. To minimise noise pollution, especially around land use interfaces.	There could be noise pollution associated with the development of new business and retail uses in this area. However such noise issues are likely to be temporary and can be mitigated through good site practices and so overall impacts on this objective are neutral.	0
14. To improve health, reduce health inequalities and promote healthy living.	As noted above for objective 1 and notwithstanding the requirements of other policies in the plan (notably ST3) the extent to which new development here would make use of sustainable modes of transport (and therefore see a reduction in vehicle emissions) is dependent upon behavioural choices and therefore impacts are uncertain at this stage in relation to improving human health.	?
15. To strengthen and sustain resilient local economy.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>This will help to support economic growth in the Valley Road area and contribute to a resilient local economy. There will therefore be significant positive impacts from this policy upon this objective.</p>	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>This will help to ensure that local people have access to opportunities for employment in the Valley Road area and contribute to overall job opportunities in the SCRC. There will therefore be significant positive impacts from this policy upon this objective.</p>	++

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	<p>The policy states that within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5. which requires that <i>'planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.'</i></p> <p>This will help to support economic growth in this area and create local job opportunities. In turn this will help to create and sustain vibrant and cohesive communities in this area and have a minor positive impact upon this objective.</p>	+
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 3, 15 and 16 as new business and retail development in this area would help to encourage urban regeneration, increase access to local jobs and support a resilient local economy. In implementing this policy alongside policies NBE4, NBE5 and NBE6 it will help to ensure that new development is well designed and helps to protect heritage and biodiversity.</p> <p>Economic growth in this area in accordance with Core Strategy policy EC5 will help to create and sustain vibrant communities in this area and have a minor positive impact upon objective 17.</p> <p>There is uncertainty over the extent to which new development in this area would make use of sustainable modes of transport and therefore impacts on objectives 9, 11, 12 and 14 are uncertain. Inevitably there will be waste generation associated with development of new employment uses here and so there is a minor negative impact on objective 10. There is no clear relationship with the other objectives and therefore impacts are neutral.</p> <p>Careful consideration should be given to ensure that further retail development in this area does not have any adverse impacts on the vitality and viability of Bradford City Centre.</p> <p>The retail strategy undertaken for Bradford in 2008 noted that <i>'future retail planning policy direction needs to be amended and reviewed to take into account national planning policy set out in PPS6, which now supersedes PPG6.'</i> PPG6 has now been superseded by NPPF. It should be noted that this policy is in accordance with NPPF requirements since it will help to build a strong and competitive economy in Bradford (through support for development in the Valley Road retail area), and also contribute to the wider Leeds City Region and UK economy.</p>		



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SA Objectives	Policy SE3 – Valley Road Retail Area	
	Commentary	Scoring
Mitigation:	As noted above, there is some uncertainty over the extent to which new development in this area would make use of sustainable modes of transport with uncertain impacts in relation to air quality, climate change and human health. Given that this uncertainty relates to behavioural choices no specific mitigation is identified here.	

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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy sets out the strategy for retail development. This includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. The policy also identifies Valley Road as an edge of centre expansion area and that small scale shops are to be provided as part of large scale residential developments. This strategy will help to reduce the need to travel to access retail goods and services and together with the requirements Policy ST3 there will be a minor positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	The policy sets out the strategy for retail development. This includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. The policy also identifies Valley Road as an edge of centre expansion area and that small scale shops are to be provided as part of large scale residential developments. This strategy will help to improve the quality, range and accessibility to a variety of retail developments and have a significant positive impact upon this objective.	++
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy sets out the strategy for retail development. This includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. These requirements will help to encourage urban regeneration. Implementation of this policy alongside NBE6 will help to ensure well designed new retail development which will have a significant positive impact upon this objective. Furthermore, the objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. This will further help to enhance positive impacts of this policy on this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>This policy sets out the strategy for retail development. Implementation of this policy alongside policies NBE5 and NBE6 will help to ensure that high quality retail development is delivered which is well designed and does not have any adverse impacts in relation to heritage. This will be particularly important in relation to retail growth in Shipley, given that such growth will be located within the buffer zone for Saltaire.</p> <p>Overall there will be minor positive impacts upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy sets out the strategy for retail development. In some cases for example with the development of Shipley East site SE1 it includes development of a new foodstore on a part greenfield site which could have adverse impacts in relation to biodiversity. However, implementation alongside Policy NBE4 will help to mitigate any adverse impacts.</p> <p>There may be opportunities to deliver some of the environmental enhancements identified in the ecological appraisal undertaken for the SCRC, particularly in relation to the New Bolton Woods development but is likely to be more limited for retail development elsewhere.</p> <p>Overall when considering implementation of this policy alongside NBE4 there will be a minor positive impact upon this objective.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>There are other policies in the plan which will protect, maintain and enhance quality of open spaces and therefore overall impacts from this policy on this objective are neutral.</p>	0
8. To maintain and improve soil and water quality.	<p>There is a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites for new retail development. This would make a contribution to maintaining soil quality by minimising further soil loss by using brownfield land and so making a positive contribution to this objective. However, there are some cases where sites allocated for development (e.g. Shipley East site SE1) which will see development on a part greenfield which could have negative impacts upon this objective. However, other policies in the plan will help to maintain and improve soil and water quality and therefore overall impacts from this objective on this policy are neutral.</p>	0

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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Flooding is an important consideration for the Corridor due to the fact that sites in the corridor have a heightened level of flood risk due to proximity to Bradford Beck and there is potential for inappropriate development without mitigation in place to increase the risks of flooding in the Corridor.</p> <p>A level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken which has analysed the SCRC and sites allocated for development in the Corridor. This level 2 SFRA recommended a number of mitigation options available including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>It will be important in the implementation of this policy and in the development of sites allocated in the corridor that account is taken of this SFRA. However, the impacts of this policy on this objective (and any mitigation) can only be fully considered at the detailed planning application stage for new development associated with maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area.</p> <p>In light of the above overall impacts at this stage are uncertain.</p>	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Construction of new retail development will generate waste. However in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. However, there will still be waste generated from new retail development and so there is a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>As noted for objective 1 above this strategy will help to reduce the need to travel to access retail goods and services and together with the requirements Policy ST3 will help to reduce the need to travel by car to access such services, in turn this will help to reduce vehicle emissions and mitigate and adapt to climate change and therefore have a minor indirect positive impact upon this objective.</p>	+

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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	As noted for objective 1 above this strategy will help to reduce the need to travel to access retail goods and services and together with the requirements Policy ST3 will help to reduce the need to travel by car to access such services, in turn this will help to reduce vehicle emissions and reduce air pollution and improve air quality, and therefore have a minor indirect positive impact upon this objective.	+
13. To minimise noise pollution, especially around land use interfaces.	There is likely to be some noise pollution associated with the construction of new retail development. However such pollution is likely to be for a limited period only and can be controlled through good site management practices. Overall impacts on this objective are therefore neutral.	0
14. To improve health, reduce health inequalities and promote healthy living.	As noted for objective 1 above this strategy will help to reduce the need to travel to access retail goods and services and together with the requirements Policy ST3 will help to reduce the need to travel by car to access such services, in turn this will help to reduce vehicle emissions and therefore have a minor indirect positive impact in relation to human health.	+
15. To strengthen and sustain resilient local economy.	The policy includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. The policy also identifies Valley Road as an edge of centre expansion area and that small scale shops are to be provided as part of large scale residential developments. This strategy will help to ensure that there is a resilient local economy in relation the retail sector and have a significant positive impact upon this objective.	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. The policy also identifies Valley Road as an edge of centre expansion area and that small scale shops are to be provided as part of large scale residential developments. This strategy will help to ensure that local people have access to employment in the retail sector and have a significant positive impact upon this objective.	++

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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	The policy sets out the strategy for retail development. This includes a focus for sites within and adjacent to Shipley Town Centre, retail development of an appropriate scale at Bolton Woods and a focus on brownfield sites. The policy also identifies Valley Road as an edge of centre expansion area and that small scale shops are to be provided as part of large scale residential developments. This strategy will help to create and sustain vibrant and cohesive communities through provision of retail goods and services and have a significant positive impact upon this objective.	++
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 2, 3, 15, 16 and 17. The retail strategy will help to encourage urban regeneration, sustain a resilient local economy and ensure people have access to jobs in relation to the retail sector. The strategy will also help to create and sustain vibrant communities by providing good access to retail goods and services.</p> <p>The policy will also have positive impacts in relation to objectives 1, 5, 6, 11, 12 and 14. This strategy will help to reduce the need to travel to access retail goods and services, alongside the requirements of Policy ST3. This will have indirect positive impacts on climate change, air pollution and human health through a reduction in vehicle emissions. Implementation of this policy alongside NBE4, 5 and 6 will help to protect heritage and biodiversity.</p> <p>There are policies elsewhere in the plan which will help to protect and maintain open space and soils and water quality therefore impacts on these objectives are neutral.</p> <p>There are uncertain impacts in relation to flood risk given that impacts can only be fully considered at the detailed planning application stage and in line with individual site flood risk assessments. Given that waste will be waste generated from new retail development there is a minor negative impact on objective 10. There is no clear link with the other objectives and therefore impacts are neutral.</p> <p>The retail strategy undertaken for Bradford in 2008 noted for Shipley that vacancies in the town centre are above the national average with respect to both the proportion of floorspace and the proportion of outlets that they occupy. Many of these outlets are noted as being of poor quality. The occurrence of vacancies in the centre was seen to have increased between 2001 and 2006. Giving priority through the retail strategy to growth in Shipley will help to address such issues.</p> <p>The retail strategy also noted that <i>‘future retail planning policy direction needs to be amended and reviewed to take into account national planning policy set out in PPS6, which now supersedes PPG6.’</i> PPG6 has now been superseded by NPPF. It should be noted that this policy is in accordance</p>		



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SA Objectives	Policy SE4 – Strategy for Retail Development	
	Commentary	Scoring
	with NPPF requirements since it will help to build a strong and competitive economy in Bradford (through an increase in retail growth resulting from this policy), and also contribute to the wider Leeds City Region and UK economy, as well as ensuring the vitality of town centres.	
Mitigation:	As noted above new retail development in Shipley will be at risk from flooding from the River Aire. It will be important therefore that account is taken of the level 2 SFRA and requirement for individual site flood risk assessments.	

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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy seeks to maintain and enhance the role of Shipley Town Centre as the primary shopping area providing a focus for the town's retail activity and future retail development. This will help to ensure that local residents do not need to travel elsewhere to access such facilities and services and it will help to reduce the potential increase in travel and will overall have a positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	The policy seeks to maintain and enhance the role of Shipley Town Centre as a focus for accommodating town centre uses and its function as a primary shopping area. This focus will help to improve the quality, range and accessibility of retail and community services in Shipley, which will have a significant positive impact upon this objective.	++
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The focus of this policy is on maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and its function as a primary shopping area. Implementation of this policy alongside NBE6 will help to encourage urban regeneration in Shipley and have a significant positive impact upon this objective. Furthermore, the objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. This will further help to enhance positive impacts of this policy on this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>Given the proximity of Shipley to Saltaire and the fact that pretty much all of Shipley is within Saltaire WHS buffer zone, there is potential for development in Shipley Town Centre and the primary shopping area (for example through inappropriate size/scale or design of new development) to cause harm to Saltaire WHS. Careful consideration will need to be given in the implementation of this policy to avoid adverse impacts on Saltaire. However, in implementing this policy alongside the requirements of policies NBE5 and NBE6 it will help to ensure that new development in Shipley is well designed and will help to protect heritage.</p> <p>There will be opportunities as well through new town centre and retail uses to enhance sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.</p> <p>Overall, the policy will have a positive impact upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>There are other policies in the plan which will help to protect and enhance biodiversity and so impacts from this policy on this objective will be neutral.</p>	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>Implementation of this policy alongside NBE6 could contribute to open space provision through good design (albeit there would be limited potential) which would have a positive impact upon this objective. Furthermore, implementation of this policy alongside HSC2 will at least help to protect existing open space provision which will have a positive impact.</p> <p>Overall and in light of the above the policy will have a positive impact upon this objective.</p>	+
8. To maintain and improve soil and water quality.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Flooding is an important consideration for the Corridor due to the fact that sites in the corridor have a heightened level of flood risk due to proximity to Bradford Beck and there is potential for inappropriate development without mitigation in place to increase the risks of flooding in the Corridor.</p> <p>A level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken which has analysed the SCRC and sites allocated for development in the Corridor. This level 2 SFRA recommended a number of mitigation options available including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>It will be important in the implementation of this policy and in the development of sites allocated in the corridor that account is taken of this SFRA. However, the impacts of this policy on this objective (and any mitigation) can only be fully considered at the detailed planning application stage for new development associated with maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area.</p> <p>In light of the above overall impacts at this stage are uncertain.</p>	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>The focus of this policy is on maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area as focus of retail activity. New town centre uses and retail uses will generate waste. However, in conjunction with Policy NBE6 this could be reduced, along with the adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc.. However, there will still be waste generated from the new town centre and retail development and so there is a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>As noted above for objective 1, new town centre and retail uses in Shipley will help to reduce the need to travel elsewhere to access such services. In turn this will help to reduce vehicle emissions which will have associated positive impacts in relation mitigation and adaption to climate change. The policy will therefore have an indirect minor positive impact upon this objective.</p>	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	As noted above for objective 1, new town centre and retail uses in Shipley will help to reduce the need to travel elsewhere to access such services. In turn this will help to reduce vehicle emissions which will have associated positive impacts in relation to air pollution and air quality. The policy will therefore have an indirect minor positive impact upon this objective.	+
13. To minimise noise pollution, especially around land use interfaces.	There may be noise pollution associated with construction of new town centre and retail developments. However this can be controlled through good site management practices and avoid any increase in noise pollution. Impacts on this objective are therefore neutral.	0
14. To improve health, reduce health inequalities and promote healthy living.	As noted above for objective 1, new town centre and retail uses in Shipley will help to reduce the need to travel elsewhere to access such services. In turn this will help to reduce vehicle emissions which will have associated positive impacts in relation to human health. The policy will therefore have an indirect minor positive impact upon this objective.	+
15. To strengthen and sustain resilient local economy.	The policy seeks to maintain and enhance the role of Shipley Town Centre as a focus for accommodating town centre uses and its function as a primary shopping area. This policy will help to strengthen and sustain the local economy of Shipley, which would have a significant positive impact on this objective.	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy seeks to maintain and enhance the role of Shipley Town Centre as a focus for accommodating town centre uses and its function as a primary shopping area. This policy will help to encourage access to good quality jobs in Shipley, which would have a significant positive impact on this objective.	++

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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	The focus of this policy is on maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and its function as a primary shopping area. This will help to create and sustain vibrant and cohesive communities in Shipley and have a positive impact upon this objective.	+
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 2, 3, 15 and 16. The focus of this policy is on maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area as focus of retail activity. This will help to encourage urban regeneration in Shipley and have significant positive impacts in relation to the local economy of Shipley and for local job opportunities. It will also have a minor positive impact in relation to objective 17.</p> <p>New town centre and retail development in Shipley will help to reduce the need to travel elsewhere to access such services and goods. In turn this will have minor positive impacts in relation to objectives 11, 12 and 14. There will also be a minor positive impact upon objective 7 given that implementation of this policy alongside NBE6 and HSC2 will offer limited potential for new open space provision through good design and will help to at least protect existing open space.</p> <p>There are minor negative impacts in relation to waste generation. There is no clear relationship with the other objectives and therefore impacts are neutral.</p> <p>The evidence gathered as part of the 2008 retail study undertaken for Bradford identified Shipley to be a strong retail destination in the District. This study also noted that the town centre's past performance has been restricted by the proximity of Bradford City Centre to the south and Leeds to the east. There is scope to improve the role and function of the town centre as a comparison retailing destination.</p> <p>In light of the above comments, maintaining and enhancing the role of Shipley town centre as the focus for accommodating main town centre uses and the function of the Primary Shopping Area as the focus of retail activity is welcomed and will have positive impacts. The sites allocated as town centre redevelopment opportunities have the potential to contribute to enhancing the role of Shipley Town Centre will also have positive impacts for Shipley.</p> <p>It should be noted that this policy is in accordance with NPPF requirements in relation to ensuring the vitality of town centres (through support for role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area).</p>		



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SA Objectives	Policy SE5 – Shipley Town Centre and Primary Shopping Area	
	Commentary	Scoring
<p>Mitigation: The focus of this policy is on maintaining and enhancing the role of Shipley Town Centre as a focus for accommodating town centre uses and function of primary shopping area as focus of retail activity. As noted above, there is potential through such focus to have adverse impacts in relation to increased flood risk (given proximity to River Aire), and so individual site flood risk assessments will be required for sites allocated for town centre and retail uses, in line with the level 2 SFRA.</p>		

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SA Objectives	Policy SE6 – Market Provision	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	New market provision in Shipley will help to ensure that local people do not have to travel elsewhere to access markets which will help to reduce the need to travel and have a minor positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	New market provision in Shipley will help to improve the quality, range and accessibility of market provision in Shipley; in turn this will have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<p>New market provision in Shipley could be a mixture of permanent and / or temporary new provision. Where there is permanent new market provision this will help to encourage urban regeneration in Shipley through efficient use of existing land in Shipley. Implementing this policy alongside policy NBE6 will help to deliver high quality design for new market provision. The requirement in the policy that any proposals to redevelop or improve the public realm of Market Square should seek to retain and enhance Shipley Market, in line with the Shipley Development Framework will also help to encourage regeneration in Shipley.</p> <p>Overall the policy will have a minor positive impact upon this objective due to the potential for permanent new market provision to contribute to regeneration in Shipley.</p>	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE6 – Market Provision	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>It will be important that new market provision in Shipley does not have any adverse impacts in relation to Saltaire given that such provision would be located within the buffer zone of Saltaire WHS. Implementation of this policy alongside others in the plan, notably NBE5 and NBE6 will help to protect Saltaire WHS from any adverse effects resulting from new market provision.</p> <p>There may be limited opportunities to protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings through new market provision in Shipley.</p> <p>Overall and in implementing this policy alongside NBE5 and NBE6 there will be positive impacts upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>New market provision in Shipley may offer limited potential for enhancements to biodiversity, depending upon the exact nature of development proposals. Given the limited possibilities for enhancements overall impacts from this policy on this objective are considered to be neutral.</p>	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>There is no clear link between this policy and this objective.</p>	0
8. To maintain and improve soil and water quality.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE6 – Market Provision	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>New market provision in Shipley could have adverse impacts in relation flooding due to the proximity of Shipley to the River Aire.</p> <p>A level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken which has analysed the SCRC and sites allocated for development in Shipley. This level 2 SFRA recommended a number of mitigation options available including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>It will be important in the implementation of this policy and in the development of new market provision in Shipley Town Centre that account is taken of this SFRA. However, the impacts of this policy on this objective (and any mitigation) can only be fully considered at the detailed planning application stage for new market provision.</p> <p>In light of the above (and notwithstanding the requirements of Policy CC1) overall impacts in relation to flooding at this stage are uncertain.</p>	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>New market provision in Shipley would lead to an increase in waste generation. However, in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc. However, there will still be waste generated from new market provision and so there is a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE6 – Market Provision	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	New market provision in Shipley could cause noise pollution. However, good site management practices would help to minimise any noise issues. In addition it is not known there are any specific noise issues with the operation of the existing market provision. Given the limited potential for noise pollution overall impacts on this objective are neutral.	0
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	New market provision in Shipley will help to support economic growth in Shipley and enhance the role of Shipley as an established employment area, all of which would have significant positive impacts on this objective.	++
16. To ensure local people have access to satisfying opportunities for employment and occupation.	New market provision in Shipley will help to support economic growth in Shipley and enhance the role of Shipley as an established employment area, all of which would have significant positive impacts on this objective.	++

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SA Objectives	Policy SE6 – Market Provision	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	New market provision in Shipley will help to create and sustain vibrant and cohesive communities in Shipley, which would have a positive impact upon this objective.	+
<p>Summary The policy is anticipated to have a number of positive impacts, particularly in relation to 15 and 16 given that new market provision will help to regenerate Shipley, strengthen the local economy and create local job opportunities. There will also be positive impacts in relation 1, 2, 3, 5, 10 and 17. New market provision in Shipley will help to reduce the need to travel elsewhere for Market provision; it will help to regenerate Shipley (in the case of permanent new market provision); it will help to improve the range of services in Shipley, and will help to sustain a vibrant community in Shipley. New market provision will result in waste generation and so there is a minor negative impact on objective 10.</p> <p>There is no clear link with the other objectives and so impacts are neutral.</p> <p>It should be noted that this policy is in accordance with NPPF requirements since it will help to build a strong and competitive economy in Bradford (through new market provision in Shipley), and also contribute to the wider Leeds City Region and UK economy, as well as ensuring the vitality of town centres.</p> <p>Mitigation: A site specific flood risk assessment should be undertaken to for any new market development proposals which come forward given that exact impacts in relation to flooding can only be fully determined at the detailed planning application stage.</p>		

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SA Objectives	Policy SE7 – Minerals Safeguarding	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an increase in HGV movements. Whilst the redevelopment of the Bolton Wood Quarry is mentioned in the preamble to the policy, it remains uncertain to what extent and amount the remaining minerals could be categorised as 'high quality stone'. Given the uncertainty about whether new sites will come forward as well as the quantities of any remaining mineral resources at Bolton Wood, it is considered that the impacts on this objective are uncertain.	?
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective,	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	In requiring that all new major development proposals within the AAP boundary must give full consideration to the extraction of mineral resources prior to development taking place, in accordance with Core Strategy Policy EN12, this will help to promote the effective use of land by ensuring that any minerals development is worked prior to sites being developed for other uses. In turn this would help to increase use of previously developed land and have an indirect positive impact on this objective.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy SE7 – Minerals Safeguarding	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect on heritage assets through extraction of the remaining commercially viable mineral resource. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect on biodiversity through extraction of the remaining commercially viable mineral resource. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect on soil and water through extraction of the remaining commercially viable mineral resource. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE7 – Minerals Safeguarding	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect if they were extracted, on waste generation. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	In requiring that all new major development proposals within the AAP boundary give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect if they were extracted and could have an impact on local air quality from particulates and dust created at the site and through emissions from increased HGV movements. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
13. To minimise noise pollution, especially around land use interfaces.	In requiring that all new major development proposals within the AAP boundary give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse effect if they were extracted due to noise pollution associated with such extraction. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain	?

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE7 – Minerals Safeguarding	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	In requiring that all new major development proposals within the AAP boundary give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to an adverse health effect if they were extracted (e.g. from noise/dust pollution, or increased HGV movements. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
15. To strengthen and sustain resilient local economy.	The purpose of this policy is to maximise value of mineral resources within the SCRC by ensuring that consideration is given to their extraction prior to development of sites. This would make a positive contribution to this objective by ensuring that resources are not sterilised by future development.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	In requiring that all new major development proposals within the AAP boundary to give full consideration to the extraction of mineral resources prior to development taking place, if additional mineral resources were identified, this could have lead to a positive effect on the range of employment opportunities by providing scope for jobs in support of the extraction of the remaining commercially viable mineral resource. However, given the uncertainty about whether new development sites that could be affected by the policy will come forward, it is considered that the impacts on this objective are uncertain.	?
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE7 – Minerals Safeguarding	
	Commentary	Scoring
<p>Summary The purpose of the policy is to require that all new developments must give full consideration to minerals extraction prior to development taking place. Given that it is uncertain at this stage what new development may be affected by this policy, i.e. whether or not any sites will be identified that may have minerals which could be extracted prior to development, and what impacts such extraction may have, the impacts of the policy are predominantly neutral or uncertain on the various SA objectives.</p> <p>However, there will be minor positive impacts on objectives 3 and 15 as giving consideration to the prior extraction of minerals will help to use land efficiently and will help to ensure that minerals resources are not sterilised and will help to maximise their value, which will have associated positive economic impacts.</p>		
<p>Mitigation: Given the uncertainties on the majority of the objectives no mitigation has been identified.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE8 – Existing Waste Management Facilities	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. This could aim to improve waste management infrastructure, however the scale is uncertain (as well as the possible loss of such facilities). Overall impacts upon this objective are uncertain at this stage.	?
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE8 – Existing Waste Management Facilities	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. There are other policies in the plan which will help to protect and enhance archaeology and cultural heritage and have a positive impact on this objective. Impacts from this policy on this objective are therefore neutral.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. There are other policies in the plan which will help to protect and enhance biodiversity and natural habitats and have a positive impact on this objective. Impacts from this policy on this objective are therefore neutral.	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE8 – Existing Waste Management Facilities	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy sets out the approach for proposals on existing waste management sites and for new Waste Management Facilities (in conjunction with the Core Strategy and Waste DPD) which could have effects on flood risk. Whilst the scale and location of any such facilities is uncertain, any effects on flood risk would to an extent be mitigated by policy CC1 and therefore impacts are neutral.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. Core Strategy Policy WM1 will help to encourage the sustainable management of waste and will have a positive impact upon this objective. Any new waste facilities would further help to have positive impacts upon this objective.	+
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. Core Strategy Policy WM1 will help to encourage the sustainable management of waste. This could involve generating energy from waste which would have positive impacts	+
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE8 – Existing Waste Management Facilities	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. Given the overall requirements of the Core Strategy Waste Management policies and the Waste Management DPD, there will be no net reduction in waste management treatment and processing capacity and any changes should still support sustainable economic growth which would have a positive effect on this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy states that Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. Given the overall requirements of the Core Strategy Waste Management policies and the Waste Management DPD, there will be no net reduction in waste management treatment and processing capacity and any changes should still support sustainable economic growth. However, whether or not there would be any change of existing waste facilities and any subsequent adverse impacts in relation to any existing jobs is uncertain at this stage.	?
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy SE8 – Existing Waste Management Facilities	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have positive impacts on objectives 10, 11 and 15. The policy requires that proposals resulting in the loss of existing facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD. Core Strategy Policy WM1 will help to encourage the sustainable management of waste, this will help to reduce waste and encourage management of waste for example through generating energy from waste, which will have an indirect positive impact in relation to climate change. Given the overall requirements of the Core Strategy Waste Management policies and the Waste Management DPD, there will be no net reduction in waste management treatment and processing capacity and any changes anticipated by the policy should still support sustainable economic growth.</p> <p>There are uncertain impacts in relation to objectives 16, given that there could be a loss of jobs associated with the loss of any existing waste facilities.</p> <p>The policy permits development of new waste management facilities (in conjunction with the Core Strategy and Waste DPD) which could have effects on heritage, biodiversity and flood risk. However, such effects would be mitigated by policies NBE4, NBE5 and CC1 and so there will be neutral impacts on objectives 5, 6 and 9.</p> <p>Impacts on the other SA Objectives are considered to be neutral given the absence of a direct relationship with the policy.</p> <p>Consideration should be given to clarifying this policy further in order to maximise the value of any potential benefits of this policy. There could be a requirement in the policy that major developments need to consider impacts on waste management infrastructure. This may help to identify the need for new facilities if required.</p> <p>Mitigation: No mitigation required.</p>		

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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	<p>The policy sets out a number of transport schemes including station improvements at Shipley and Frizinghall stations, support for improved bus services along canal road and supporting pedestrian and cycle movements, which will help to increase use of sustainable modes of transport. The requirement that new development will be required to support the implementation of these measures will help to reduce the need for travel.</p> <p>However, the policy also identifies several highway and junction improvements which would likely mean an increase in car use, which would have a negative impact upon this objective.</p> <p>Overall the policy will have a mixture of significant positive and negative impacts.</p>	++/-
2. To improve the quality, range and accessibility of community services and facilities.	<p>There is no clear link between this policy and this objective.</p>	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<p>Implementation of this policy alongside NBE5 will help to ensure that new transport developments and transport improvements of existing facilities (e.g. Shipley and Frizinghall stations) are well designed and will make efficient use of land, which will have a minor positive impact upon this objective. Good design will be important, particularly for public transport improvements in and around Shipley given that Shipley is within the buffer zone of Saltaire and where badly designed development could have adverse impacts.</p>	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>The various transport improvements outlined in the policy could have adverse impacts on Saltaire and other heritage assets and features. However, there are other policies in the plan, notably NBE5 and NBE6 which seek to preserve and enhance heritage and to ensure good design of new development. Furthermore, the policy requires that the environmental impact of transport proposals should be fully considered and schemes will be expected to include appropriate mitigation measures to avoid or reduce adverse impacts. All of these measures will help to protect sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. There will also be opportunities to enhance heritage through these transport improvements.</p> <p>Overall in implementation of this policy alongside NBE5 and NBE6 there will be a minor positive impact upon this objective. Positive impacts on this objective will be important given that transport improvements in and around Shipley will be located within the buffer zone of Saltaire.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that the environmental impact of transport proposals should be fully considered and mitigated. The policy also requires that major transport schemes will be expected to take opportunities to enhance green infrastructure and biodiversity and habitat networks. The ecological appraisal undertaken for the SCRC identified a number of potential ecological enhancement measures, some of which could be implemented as part of the mitigation for these transport improvements.</p> <p>Furthermore the green infrastructure study undertaken for the SCRC note that almost 50% of the SCRC is comprised of Green Infrastructure (GI) assets making this a very ‘green/blue’ corridor. There will be opportunities to protect this existing GI through these transport improvements. The GI study notes that the potential to increase GI multi-functionality (to ‘high’ and ‘very high’) across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality) which further highlights the opportunities for green infrastructure enhancements, which would also have positive impacts in relation to biodiversity.</p> <p>In light of the above opportunities for biodiversity enhancements, the policy requirement that environmental impact of proposals should be fully considered and mitigated, and in implementation of this policy alongside NBE1 and NBE4, there will be a minor positive impact upon this objective.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>There is no clear link between this policy and this objective and therefore impacts are neutral.</p>	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
8. To maintain and improve soil and water quality.	<p>The policy requires that the environmental impact of transport improvements should be fully considered and mitigated to avoid or reduce adverse impacts. The policy also requires that major transport schemes will be expected to take opportunities to enhance green infrastructure, biodiversity and habitat networks. Given that soils and water form a key part of biodiversity, the policy will at the very least help to maintain soil and water quality and there may also be opportunities for improvements.</p> <p>Overall the policy will have a minor positive impact upon this objective.</p>	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area, the Corridor also contains locations where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk. Policy CC1 states that where sites are at risk of flooding and not already allocated for uses within the Plan then they should be supported by a flood risk sequential test to take account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. Those proposals which pass the sequential test will still be required to submit a Flood Risk Assessment and proposals must demonstrate that they will not increase the risk of flooding elsewhere in the city. It is also noted that policy will not permit development identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. Sites located in areas at risk of flooding will be expected to take account of general mitigation measures including:</p> <ul style="list-style-type: none"> • Use of Sustainable Drainage Systems (SuDS) such as dry basins and swales within developments to reduce runoff rates; • Retaining areas of natural floodplain and introducing new and enhancing existing areas of green space, permitting further temporary flood water storage; and • Development phasing. <p>In light of all the above measures it is considered that overall impacts upon this objective are neutral, although it is noted that will be a level of uncertainty until planning applications come forward.</p>	0

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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	Construction of the various transport improvements outlined will generate waste. However, in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of onsite aggregate etc. However, and given the scale of transport improvements identified there will still be waste generated and so there is a minor negative impact on this objective.	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There are a number of transport improvements outlined in this policy which will help to reduce reliance upon the car, which will in turn help to reduce vehicle emissions. This will in turn help to mitigate and adapt to the impacts of climate change and have a positive impact upon this objective.	+
	However and notwithstanding that there are Low Emissions and Air Quality strategies in place for Bradford the highway improvements could result in an increase in vehicle emissions which would have uncertain impacts. Overall the policy will have a mixture of positive and uncertain impacts upon this objective.	?
12. To reduce air pollution and ensure air quality continues to improve.	There are a number of transport improvements outlined in this policy which will help to reduce reliance upon the car, which will in turn help to reduce vehicle emissions. A reduction in vehicle emissions will have associated positive impacts in relation a reduction in air pollution and improvement in air quality.	+
	However, the highway improvements could lead to an increase in vehicle emissions which impact on air quality and could have adverse impacts in relation to Bradford's Air Quality Management Areas, including at the following location: <ul style="list-style-type: none"> ShIPLEY Airedale Road, Bradford Notwithstanding that there are Low Emissions and Air Quality strategies in place for Bradford, the exact extent of impacts from highway improvements on air pollution and quality is uncertain. Overall, the policy will have a mixture of positive and uncertain impacts.	?
13. To minimise noise pollution, especially around land use interfaces.	There could be noise pollution associated with the development of the transport improvements outlined in this policy. However such noise issues are likely to be temporary and can be mitigated through good site practices and so overall impacts on this objective are neutral.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	There are a number of transport improvements outlined in this policy which will help to reduce reliance upon the car, which will in turn help to reduce vehicle emissions. A reduction in vehicle emissions will have associated positive health impacts. Overall and notwithstanding a likely increase in car use associated with the highway improvements, the other measures in this policy and other policies including ST1 will help to reduce overall vehicle emissions and have a minor positive impact upon this objective. Furthermore, support for pedestrian and cycle movements will help to increase levels of walking and cycling with associated positive health benefits from exercise.	+
	However, the road improvements will result in an increase in car and use vehicle emissions, which will have uncertain health impacts.	?
15. To strengthen and sustain resilient local economy.	The policy will help to ensure the efficient movement of goods and people and will therefore have a minor indirect positive impact in relation to a strong and resilient local economy.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The transport improvements outlined will not directly create any jobs (other than temporary construction jobs which may or may not be filled by the local workforce subject to approach taken and skills of local workforce), however the policy will help to improve access to jobs through improved public transport which will have an indirect minor positive impact upon this objective.	+
17. To help create and sustain safe, vibrant and cohesive communities.	<p>The transport improvements outlined in this policy includes station and bus service improvements and support for pedestrian and cycle movements. Alongside other policies in the plan, notably ST5 the measures will help to deliver safe pedestrian and cycle routes.</p> <p>All of the above will help to create and sustain communities in the SCRC and have a minor positive impact upon this objective.</p>	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST1 – Transport Improvements	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objective 1 (though there will also be negative impacts on objective 1 from the highway improvements outlined) given that a number of the public transport improvements relate to sustainable modes of transport. There will also be positive impacts on objectives 3, 5, 6, and 8 given that implementation of this policy alongside others in the plan will help to deliver well designed transport improvements, to protect biodiversity and to maintain soil and water quality.</p> <p>There is a mixture of positive and uncertain impacts on objectives 11, 12 and 14 given that the policy will help to reduce vehicle emissions through promotion of sustainable modes of transport but on the other hand the highway improvements could increase vehicle emissions.</p> <p>Indirectly the policy will have positive impacts on objectives 15 and 16 given that it will help to improve access to jobs through improved public transport and will help to improve movement of goods and people and help to ensure a strong and resilient local economy.</p> <p>As there will be waste generation associated with the delivery of the transport improvements outlined there is a minor negative impact on objective 10.</p> <p>It will be important to consider the phasing of transport improvements in relation to other developments to ensure that new development can maximise use of sustainable transport options. It will also be important to take account of the infrastructure plan undertaken for the Council and those infrastructure improvements highlighted in the plan as essential, for example improvements to the bus network and a tram-train or fixed rail connection to Leeds-Bradford airport to maximise the positive impacts of this policy.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements, particularly in relation to promoting sustainable transport.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST2 – Safeguarded Transport Links	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be an increase in traffic which would be contrary to this objective. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. In developing the relief road there could be opportunities to deliver urban regeneration. However, given the uncertainty over whether this scheme will go ahead overall impacts on this objective are uncertain.	?
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST2 – Safeguarded Transport Links	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings and there could also be potential for enhancements. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on biodiversity and there could also be potential for enhancements. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on open space and there could also be potential for enhancements. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
8. To maintain and improve soil and water quality.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on soil and water resources and there could also be potential for enhancements. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?

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SA Objectives	Policy ST2 – Safeguarded Transport Links	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on flood risk. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there would be waste generated which would impact upon this objective. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts climate change from increased vehicle emissions. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
12. To reduce air pollution and ensure air quality continues to improve.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on air pollution and quality from increased vehicle emissions. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
13. To minimise noise pollution, especially around land use interfaces.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be noise pollution associated with the construction works. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?

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SA Objectives	Policy ST2 – Safeguarded Transport Links	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead there could be impacts on human health from increased vehicle emissions. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
15. To strengthen and sustain resilient local economy.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead it could help to strengthen a resilient local economy through the movement of goods and people. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead it could improve access to job opportunities. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain..	?
17. To help create and sustain safe, vibrant and cohesive communities.	The policy will help to ensure the safeguarding of the proposed Shipley Eastern Relief Road scheme and land associated with that. Should the relief road scheme go ahead it could help to create and sustain safe, vibrant and cohesive communities. However, given the uncertainty over whether this scheme will go ahead, the need to safeguard the land and the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, For these reasons overall impacts on this objective are uncertain.	?
<p>Summary Given the uncertainty over whether or not this relief road scheme will go ahead (due to the fact that it is considered unlikely that the road will be delivered in the first 10 years of the AAP plan period due to complexity of the scheme and competing priorities for major scheme funding, as well as uncertainty over the definition of safeguarding), impacts from this policy on this objective are largely uncertain, with some neutral impacts where there is no clear link between this policy and the objective.</p>		
<p>Mitigation: Given the uncertainty over whether or not this relief road scheme will go ahead no mitigation has been identified here.</p>		



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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy requires that development will be required to make best use of existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary. These requirements will help to reduce the need to travel and will have a significant positive impact upon this objective.	++
2. To improve the quality, range and accessibility of community services and facilities.	The policy could help to improve accessibility to services in Shipley and Bradford City Centre, in particular for new communities in the Central section, through improvements and accessibility to Frizinghall station which would have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Implementation of this policy alongside NBE5 will help to ensure that public transport improvements are well designed and will make efficient use of land, which will have a minor positive impact upon this objective. Good design will be important, particularly for public transport improvements in and around Shipley given that Shipley is within the buffer zone of Saltaire and where badly designed development could have adverse impacts.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>There is potential with maximising sustainable transport improvements to have adverse impacts in relation Saltaire and to other key heritage assets. However, there are other policies in the plan, notably ST1 requiring that the environmental impact of transport proposals should be fully considered with appropriate mitigation measures and NBE5 and NBE6 which will help to protect heritage and deliver good design. Implementation of this policy alongside ST1, NBE5 and NBE6 will help to protect, sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings, which will have a positive impact upon this objective.</p> <p>There may be limited opportunities for heritage enhancements through maximising sustainable transport options.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>There is potential with maximising sustainable transport improvements to have adverse impacts in relation to biodiversity. However, there are other policies in the plan, notably ST1 requiring that the environmental impact of transport proposals should be fully considered with appropriate mitigation measures and NBE4 which will help to protect and enhance biodiversity. Implementation of this policy alongside ST1 and NBE4 will therefore help to have a positive impact upon this objective.</p> <p>There may be limited opportunities to deliver some of the ecological enhancements identified in the ecological assessment undertaken for the SCRC.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>There is potential with maximising sustainable transport improvements to have adverse impacts in relation to soil and water quality. However, there are other policies in the plan, notably ST1 requiring that the environmental impact of transport proposals should be fully considered with appropriate mitigation measures and HSC2 which seeks to protect recreation open space, playing fields and allotments from development. Implantation of this policy alongside ST1 and HSC2 will at least help to protect existing open space, which will help to have a positive impact upon this objective.</p>	+
8. To maintain and improve soil and water quality.	<p>There is potential with maximising sustainable transport improvements to have adverse impacts in relation to soil and water quality. However, there are other policies in the plan, notably ST1 requiring that the environmental impact of transport proposals should be fully considered with appropriate mitigation measures and NBE4 which will help to protect and enhance biodiversity. Implementation of this policy alongside ST1 and NBE4 will at least help to maintain existing soil and water quality which will help to have a positive impact upon this objective.</p>	+

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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area, the Corridor also contains locations where surface water flooding is an issue. Development supported by this policy will need to be in accordance with Policy CC1 – Flood Risk. Policy CC1 states that where sites are at risk of flooding and not already allocated for uses within the Plan then they should be supported by a flood risk sequential test to take account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. Those proposals which pass the sequential test will still be required to submit a Flood Risk Assessment and proposals must demonstrate that they will not increase the risk of flooding elsewhere in the city. It is also noted that policy will not permit development identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. Sites located in areas at risk of flooding will be expected to take account of general mitigation measures including:</p> <ul style="list-style-type: none"> • Use of Sustainable Drainage Systems (SuDS) such as dry basins and swales within developments to reduce runoff rates; • Retaining areas of natural floodplain and introducing new and enhancing existing areas of green space, permitting further temporary flood water storage; and • Development phasing. <p>In light of all the above measures it is considered that overall impacts upon this objective are neutral, although it is noted that will be a level of uncertainty until planning applications come forward.</p>	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Through maximising the delivery of public transport improvements there will be waste generated. However, in conjunction with Policy NBE6 this could be reduced, along with the adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc.. However, there will still be waste generated from maximising sustainable transport options and the delivery of public transport improvements and so there is a minor negative impact on this objective.</p>	-
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>Maximising sustainable transport options and the delivery of public transport improvements will help to reduce reliance upon the car and in turn reduce vehicle emissions. This will help to mitigate and adapt to the effects of climate change, which will have a positive impact upon this objective.</p>	+

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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	Through sustainable transport options and the delivery of public transport improvements there will be less reliance upon the car. In turn this will help to reduce vehicle emissions and associated air pollution and improve air quality. The policy will therefore have a positive impact upon this objective.	+
13. To minimise noise pollution, especially around land use interfaces.	Through maximising the delivery of public transport improvements there could be some noise pollution. However, this is likely to be for a temporary period of time only and can be controlled through good site management practices.	0
14. To improve health, reduce health inequalities and promote healthy living.	Through maximising sustainable transport options and the delivery of public transport improvements there will be less reliance upon the car. In turn this will help to reduce vehicle emissions which will have associated positive health impacts.	+
15. To strengthen and sustain resilient local economy.	The policy will help to ensure the efficient movement of goods and people and will therefore have a minor indirect positive impact in relation to a strong and resilient local economy.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Maximising sustainable transport options and the delivery of public transport improvements will not directly create any jobs (other than temporary construction jobs which may or may not be filled by the local workforce subject to approach taken and skills of local workforce), however the policy will help to improve access to jobs through improved public transport which will have an indirect minor positive impact upon this objective.	+

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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	Maximising sustainable transport options and the delivery of public transport improvements will help to ensure that communities in the SCRC have good public transport services. This will help contribute to creating and sustaining safe, vibrant and cohesive communities and will have a minor positive impact upon this objective.	+
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objective 1 given that a number of the public transport improvements relate to sustainable modes of transport. There will also be positive impacts on objectives 3, 5, 6, 7 and 8 given that implementation of this policy alongside others in the plan will help to deliver well designed public transport improvements, to protect biodiversity and open space, and to maintain soil and water quality.</p> <p>There will be a positive impact on objective 2 given that the policy could help to improve accessibility to services in Shipley and Bradford City Centre.</p> <p>There are positive impacts on objectives 11, 12 and 14 given that the policy will help to reduce vehicle emissions through promotion of sustainable modes of transport.</p> <p>Indirectly the policy will have positive impacts on objectives 15 and 16 given that it will help to improve access to jobs through improved public transport and will help to improve movement of goods and people and help to ensure a strong and resilient local economy.</p> <p>As there will be waste generation associated with maximising sustainable transport options and the delivery of public transport improvements there is a minor negative impact on objective 10.</p> <p>It will be important to consider the phasing of transport improvements in relation to other developments to ensure that new development can maximise use of sustainable transport options. It will also be important to take account of the infrastructure plan undertaken for the Council and those infrastructure improvements highlighted in the plan as essential, for example improvements to the bus network and a tram-train or fixed rail connection to Leeds-Bradford airport to maximise the positive impacts of this policy.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements in relation to promoting sustainable transport options.</p>		



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SA Objectives	Policy ST3 – Maximising Sustainable Transport Options	
	Commentary	Scoring
Mitigation: No mitigation required.		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST4 – Station Improvements	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	<p>The policy sets out that the Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities and that in considering proposals to improve these stations, the council will support proposals that:</p> <ul style="list-style-type: none"> improve accessibility to and within the station, including vehicular, pedestrian and cycle access and parking facilities, including disabled parking; and provide opportunities for park and ride facilities, including facilities for cycle parking. <p>This will have significant positive impacts upon this objective as it will help to increase use of sustainable modes of transport.</p>	++
2. To improve the quality, range and accessibility of community services and facilities.	<p>The policy seeks to improve quality of community infrastructure (the stations at Shipley and Frizinghall) and will therefore have a positive impact upon this objective.</p>	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	<p>Improvements to existing stations will help to make effective use of land, which will have a positive impact on this objective.</p>	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	<p>There is no clear between this policy and this objective.</p>	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST4 – Station Improvements	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>It will be important that improvements to Shipley station do not have any adverse impacts in relation to Saltaire given that such improvements would be located within the buffer zone of Saltaire WHS. Implementation of this policy alongside others in the plan, notably NBE5 and NBE6 will help to protect Saltaire WHS from any adverse effects resulting from station improvements.</p> <p>There may be limited opportunities to protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings through station improvements.</p> <p>Overall and in implementing this policy alongside NBE5 and NBE6 there will be positive impacts upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	There is no clear between this policy and this objective.	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear between this policy and this objective.	0
8. To maintain and improve soil and water quality.	There is no clear between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST4 – Station Improvements	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The level 2 SFRA undertaken for the SCRC noted in relation to station improvements for Shipley and land allocated for this purpose a nominal 2.2% of the site area is at risk and this is confined to the north eastern corner of the site which, appears to be a section of scrubland at a railway track intersection. It is assumed that due to its location from the main station site that it is unlikely that any development would take place on this part of the site therefore it should be possible to avoid the risk. On this basis there would be a minor positive impact upon this objective.	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	Any waste generation from station improvements is likely to be limited and therefore impacts upon this objective will be neutral.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy sets out that the Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities and will help to increase use of the rail network which is a sustainable mode of transport. The site has also been considered in the level 2 SFRA which has indicated that it is likely that development could proceed without adverse effects from flooding. In consequence, the policy is considered to have a positive impact in relation to climate change and ensuring resilience of future development to changes in climate.	+
12. To reduce air pollution and ensure air quality continues to improve.	The policy sets out that the Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities and will help to increase use of the rail network which is a sustainable mode of transport. In turn this will help to reduce vehicle emissions which will have a positive impact in relation to air pollution and an improvement in air quality.	+
13. To minimise noise pollution, especially around land use interfaces.	Any noise pollution generated from station improvements is likely to be limited and temporary and therefore overall impacts on this objective are neutral.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST4 – Station Improvements	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	Improving the stations in particular Shipley station and its function as a transport hub and links to the town centre should have minor positive benefits for enhancing the vitality of the town centre and desirability of Shipley as a place to invest, which will have a minor positive impact on this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	Improved park and ride and facilities at Shipley station in particular should have benefits in terms of improving local communities' ability to access jobs and employment in Bradford City Centre, Leeds and beyond, all of which would help to have a positive impact upon this objective.	+
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST4 – Station Improvements	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have positive impacts upon a number of the SA objectives, in particular objective 1 as the station improvements will help to increase use of the rail network which is a sustainable mode of transport as well as encouraging an increase in walking and cycling to the station.</p> <p>The policy will also have a positive impact on objectives 2, 3, 11, and 12 given that the policy will help to increase use of the rail network and reduce reliance on the car, which will have associated positive impacts from a reduction in vehicle emissions and in turn on climate change, air quality and human health, and also make effective use of land by improving existing stations.</p> <p>There will also be positive impacts on objective 9 given that only a very limited part of the site is in an area at risk of flooding.</p> <p>The station improvements will also help to have positive economic impacts as it will help to encourage investment in Shipley and improve local communities' ability to access jobs and employment in Bradford City Centre, Leeds and beyond.</p> <p>In implementing this policy it will be important to ensure that improvements to Shipley station avoid any adverse impacts on Saltaire. However, as noted above implementation of this policy alongside policies NBE5 and NBE6 will help to protect Saltaire from any adverse effects resulting from station improvements.</p> <p>It should be noted that this policy is in accordance with NPPF in relation to promoting sustainable transport.</p> <p>Mitigation:</p> <p>In line with the recommendations in the level 2 SFRA in relation to station improvements for Shipley a site-specific FRA would still be required however to ensure criterion for safe development and flood risk management, including safe access and egress.</p>		



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST5 – Pedestrian and Cycle Movements	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy will help to deliver new and enhanced pedestrian and cycle routes within the Corridor and therefore will help to maximise sustainable transport options and create safe and attractive cycle and pedestrian routes, all of which will have significant positive impacts on this objective.	++
2. To improve the quality, range and accessibility of community services and facilities.	Increasing provision of pedestrian and cycle routes will increase accessibility of the facilities within the AAP and have a minor positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST5 – Pedestrian and Cycle Movements	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Improving important pedestrian and cycle links, in particular links between Shipley and Saltaire and along the Canal road and Airedale greenway and Dales way links will help enhance the setting and accessibility to the WHS and the District's natural landscapes and in turn help to have a positive impact on this objective.	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	The dalesway link, Canal Road greenway and Airedale greenway are identified as key green links in the GI study. Implementation of this policy alongside policy NBW1 will include enhancement of key green pedestrian and cycle links identified in the Green Infrastructure Framework and therefore help to have a positive impact upon this objective.	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Increasing provision of pedestrian and cycle routes will increase accessibility of the public open space along the corridor (so the Bradford Beck cycle path for example) within the AAP and will have a minor positive impact upon this objective.	+
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST5 – Pedestrian and Cycle Movements	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy will help to deliver new and enhanced pedestrian and cycle routes within the Corridor and therefore will help to maximise sustainable transport options and reduce reliance upon and use of the car. In turn this will help to reduce vehicle emissions which will have positive impacts in relation to climate change.	+
12. To reduce air pollution and ensure air quality continues to improve.	The policy will help to deliver new and enhanced pedestrian and cycle routes within the Corridor and therefore will help to maximise sustainable transport options and reduce reliance upon and use of the car. In turn this will help to reduce vehicle emissions which will have positive impacts in relation to a reduction in air pollution and improvement in air quality, all of which will have a positive impact upon this objective.	+
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST5 – Pedestrian and Cycle Movements	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy will help to deliver new and enhanced pedestrian and cycle routes within the Corridor and therefore will help to increase the amount of walking and cycling, which will have associated positive health impacts and a positive impact upon this objective.	+
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	The policy will help to deliver new and enhanced pedestrian and cycle routes within the Corridor. This will help to play a part in creating and sustaining vibrant communities and have a minor positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST5 – Pedestrian and Cycle Movements	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 1 as it will help to increase walking and cycling, which will have a significant positive impact in relation to promoting sustainable modes of transport. There will be positive impacts on objectives 2 and 7 given that increasing provision of pedestrian and cycle routes will increase accessibility of such community facilities and will increase access to open space.</p> <p>Improving important pedestrian and cycle links will help enhance the setting and accessibility to the WHS and the District's natural landscapes and have a positive impact on objective 5. There will also be a positive impact on objective 6 as implementation of this policy alongside policy NBW1 will include enhancement of key green pedestrian and cycle links identified in the Green Infrastructure Framework and therefore help to have a positive impact upon this objective.</p> <p>There will also be positive impacts on 11, 12, 14 and 17 through a reduction in vehicle emissions from less reliance on the car and thus having positive impacts in relation to air quality, climate change and human health.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements in relation to promoting sustainable transport and in particular paragraph 35 in relation to pedestrian and cycle movements.</p> <p>Mitigation: No mitigation needed.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST6 – Canal Road Greenway	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Given the importance of the Canal Road Greenway in terms of providing a safe and attractive pedestrian and cycle route along the Corridor, maintaining the route of the Canal Road Greenway in terms of its attractiveness and gradient and integrating the Greenway as key part of the site design for new development will help to maintain this as a key sustainable transport route. The policy will therefore have a significant positive impact upon this objective.	++
2. To improve the quality, range and accessibility of community services and facilities.	There would be a minor positive in terms of improving the accessibility of communities to community services and facilities in Shipley and Bradford and along the greenway. Particularly for new communities in the central section in terms of improved pedestrian and cycle links to Shipley and Bradford.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy requires that the development of sites on or adjacent the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design. This requirement will help to improve efficiency in land use and design related to the development of sites on/adjacent to the greenway, which will have a minor positive impact upon this objective.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST6 – Canal Road Greenway	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	The policy requires that the development of sites on or adjacent the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design. This requirement will help to protect and manage any sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings associated with the Greenway and have a minor positive impact upon this objective.	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that the development of sites on or adjacent the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design. These requirements will help to protect biodiversity associated with the greenway.</p> <p>Furthermore, the Green Infrastructure and ecological studies undertaken for the SCRC identified that there is significant potential for GI and ecological enhancements in the SCRC. Integrating the Greenway as part of key site design for the development of sites adjacent to the Greenway will offer opportunities to deliver such enhancements.</p> <p>Overall it is considered that the policy will have a minor positive impact upon this objective.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Given the importance of the Canal Road Greenway in terms of providing a safe and attractive pedestrian and cycle route and therefore an important corridor of open space, the policy requirement to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design will help to protect this corridor of open space and have a minor positive impact upon this objective. The Greenway will also improve access and link key green spaces along the Corridor.	+
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST6 – Canal Road Greenway	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy will help to maintain and enhance this important walking and cycling route, this will in turn help to reduce reliance upon the car and reduce vehicle emissions. This will have associated positive impacts in relation to mitigating and adapting to the effects of climate change and have a minor positive impact upon this objective.	+
12. To reduce air pollution and ensure air quality continues to improve.	The policy will help to maintain and enhance this important walking and cycling route, this will in turn help to reduce reliance upon the car and reduce vehicle emissions. This will have associated positive impacts in relation to air pollution and air quality and therefore have a minor positive impact upon this objective.	+
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST6 – Canal Road Greenway	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy requirement that development of sites on or adjacent to the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of site design will help to maintain this important walking and cycling route, which will in turn have associated positive health impacts and have a minor positive impact upon this object.	+
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The Greenway links communities to key employment centres of Shipley, Bradford City Centre and Canal Road employment zone. This should have a minor positive in terms of ensuing access to job opportunities etc... and therefore there will be a minor positive impact upon this objective.	+
17. To help create and sustain safe, vibrant and cohesive communities.	Given the importance of the Canal Road Greenway in terms of providing a safe and attractive pedestrian and cycle route along the Corridor, the policy requirement that development of sites on or adjacent to the Greenway will be expected to maintain its attractiveness and gradient and to integrate the Greenway as key part of site design will help to protect this important route. It will help to create and sustain vibrant communities adjacent to the greenway and have a minor positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST6 – Canal Road Greenway	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive objects, particularly in relation to objective 1 given the importance of the greenway as a key walking and cycling route along the corridor.</p> <p>The policy will also have positive impacts on objectives 2, 3, 5, 6, 7, 11, 12, 14 and 17. Maintaining the greenway will help to encourage walking and cycling and less reliance upon the car, this has associated positive impacts in relation to climate change, pollution and air quality and positive health impacts. integration the Greenway as key part of the site design for the development of sites on or adjacent to the greenway will help to protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance associated with the greenway and also offers opportunities to protect and enhance biodiversity and green infrastructure.</p> <p>The Greenway links communities to key employment centres and therefore there will be a minor positive impact on objective 16.</p> <p>There is no clear link with the other objectives and therefore impacts are neutral.</p> <p>It should be noted that the policy is in accordance with NPPF requirements, particular in relation to promoting sustainable transport and promoting healthy communities.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST7 - Parking	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy states that the parking standards set out in the Core Strategy Appendix 4 will apply in the AAP area and that within Shipley Town Centre, a lower level of car parking provision should be provided where appropriate. Adherence to the car parking standards set out in the Core Strategy will help to reduce overall use of and reliance upon the car and move to more sustainable modes of transport, which will have a positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST7 - Parking	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	There is no clear link between this policy and this objective.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Part B of the policy states that all parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure and ecological enhancements where feasible. This should help help to mitigate any negative impacts on biodiversity/ecology of new car parks and have a minor positive impact upon this objective.	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST7 - Parking	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	<p>The policy states that the parking standards set out in the Core Strategy Appendix 4 will apply in the AAP area and that within Shipley Town Centre, a lower level of car parking provision should be provided where appropriate. Adherence to the car parking standards set out in the Core Strategy will help to reduce overall use of and reliance upon the car and move to more sustainable modes of transport, which will in turn help to reduce vehicle emissions and reduce air pollution and in turn ensure air quality continues to improve.</p> <p>All of the above would have positive impacts upon this objective.</p>	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST7 - Parking	
	Commentary	Scoring
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	The supporting text to the policy states that the future management of town centre parking in Shipley should support the viability of the Town Centre. This approach will help to sustain the local economy here and have a minor positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy requires that proposals around Market Square should improve vehicular access and the quality of parking in the Town Centre. This may improve access to jobs but the extent of any positive impacts on this objective is considered to be very minor and therefore overall impacts on this objective are neutral..	0
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST7 - Parking	
	Commentary	Scoring
<p>Summary The policy will have help to reduce reliance upon the private car and therefore increase use of sustainable modes of transport. This will have positive impacts in relation to objective 1 and in relation to improving air quality through a reduction in vehicle emissions.</p> <p>There will be a minor positive impact upon objective 6 as part B of the policy states that all parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure and ecological enhancements where feasible.</p> <p>Given the specific nature of the policy there is no clear link with the other SA objectives.</p> <p>The policy links with the Core Strategy which proposes a progressive reduction in parking.. It is important to ensure that sufficient disabled parking is retained and any deficiencies in disabled parking are addressed..</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements since a reduction in parking will help to increase use of sustainable modes of transport and the policy supports the vitality of Shipley Town Centre.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST8 – Bradford Canal	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective.	?
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST8 – Bradford Canal	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Re-introduction of the canal could have impacts upon Saltaire WHS and other key heritage assets and archaeological features. However, and notwithstanding other policies in the plan (notably NBE5 and NBE6) it is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective.	?
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective.	?
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective.	?
8. To maintain and improve soil and water quality.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST8 – Bradford Canal	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
12. To reduce air pollution and ensure air quality continues to improve.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
13. To minimise noise pollution, especially around land use interfaces.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy ST8 – Bradford Canal	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
15. To strengthen and sustain resilient local economy.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
16. To ensure local people have access to satisfying opportunities for employment and occupation.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
17. To help create and sustain safe, vibrant and cohesive communities.	It is not certain whether or not the canal may be introduced and what if any impacts there may be on this objective	?
<p>Summary Given the uncertainty over whether or not the canal will be re-introduced impacts on the majority of the SA objectives are uncertain at this stage.</p>		
<p>Mitigation: Given the uncertainty over whether or not the re-instatement of the canal will go ahead no mitigation has been identified at this stage.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy CC1 – Flood Risk and Water Management	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	The policy will not directly help with regards to meeting local housing needs. Therefore the policy aims to ensure that housing proposed on sites that are identified at being at risk from flooding are supported by a flood risk sequential assessment. This takes account of all reasonable alternatives sites which are allocated for development or vacant/underused and determines whether the level of flood risk can be reduced to an acceptable level by alternative siting or mitigation. Even if the proposed site passes the sequential test, they will be required to submit a site specific flood risk assessment and demonstrate there will not be an increase in flooding within the city centre. This will help to ensure that new housing which is constructed is at reduced risk of flooding and thereby not limit housing choice and have an indirect positive impact upon this objective.	+

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy CC1 – Flood Risk and Water Management	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	The policy will help to protect features, areas and landscapes of archaeological, historical and cultural importance from flood risk through managing and reducing flood risk in the SCRC and therefore have a positive impact upon this objective.	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Requiring flood risk assessments, and subsequent flood risk measures may also improve the green/blue infrastructure along the corridor through the increased use of measures such as SUDS on sites, which will support biodiversity in the city centre. In the preamble to the policy, it is stated that 'The AAP approach in respect of green infrastructure and flood risk is based on the creation of a Linear Park, restoring the natural character of the Bradford Beck, retaining areas of natural floodplain, introducing new areas and enhancing existing areas of greenspace and incorporating sustainable urban drainage systems (SUDS) within new development. The strategy aims to reduce downstream flood risk and create an attractive green and natural setting, forming a Linear Park along the Corridor' which would be expected to have a positive effect on this objective in the long term. The policy clearly identifies the opportunity to use SUDS where it could enhance local biodiversity.	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	In the preamble to the policy, it is stated that 'The AAP approach in respect of green infrastructure and flood risk is based on the creation of a Linear Park, restoring the natural character of the Bradford Beck, retaining areas of natural floodplain, introducing new areas and enhancing existing areas of greenspace and incorporating sustainable urban drainage systems (SUDS) within new development. The strategy aims to reduce downstream flood risk and create an attractive green and natural setting, forming a Linear Park along the Corridor' which would be expected to have a positive effect on this objective in the long term.	+
8. To maintain and improve soil and water quality.	Although the policy does not have an impact on safeguarding or improve air or soil resources, it could have a positive impact on water quality by reducing the likelihood of flood water contamination. Furthermore, Policy EN7 – Flood Risk of the Core Strategy proposes to ensure that the need for improvements in drainage infrastructure is taken into account and promotes the use of SUDS 'in a manner that is integral to site design, achieves high water quality standards and maximises habitat value'. Therefore the policy, in conjunction with EN7 from the Core Strategy will be likely to deliver improvements in water quality, although the scale is uncertain.	+/?

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy CC1 – Flood Risk and Water Management	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Parts of Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. The policy will help to manage and reduce the risks of flooding in areas along the Corridor and makes clear that the site specific recommendations in the level 2 SFRA should be implemented. This is important given that the SFRA has identified a number of sites at risk of flooding, for example from the River Aire for sites in Shipley or fluvial flooding from the Bradford Beck. The SFRA identified a number of site specific mitigation measures for example only developing certain parts of sites and more general mitigation measures, including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>Implementation of this policy alongside the measures in the level 2 SFRA will therefore help to have a significant positive impact upon this objective.</p>	++
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	An increase in the risks of flooding can be a consequence of climate change. The policy will help to manage and reduce the risks of flooding from new development, which will in turn help to ensure resilience to the effects of climate change through mitigation and effective adaptation. The policy will therefore help to have a positive impact upon this objective.	+
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy CC1 – Flood Risk and Water Management	
	Commentary	Scoring
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	The policy will help to manage and reduce the risks of flooding from new development which will help to create and sustain safe communities and therefore have a positive impact on this objective.	+

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SA Objectives	Policy CC1 – Flood Risk and Water Management	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objective 9. Implementation of this policy alongside the measures in the level 2 SFRA will help to have a significant positive impact upon this objective through mitigation and reduction of the risks of flooding. This will be particularly important in light of the fact that there are a number of sites allocated for development in the corridor which are at risk of flooding, either from the River Aire or fluvial flooding from the Bradford Beck.</p> <p>The policy will also have positive impacts on objectives 4, 5, 11 and 17 as the policy will help to protect homes and landscapes of archaeological, historical and cultural importance from the risks of flooding. The policy will also help to mitigate and adapt to the effects of climate change and to create and sustain safe communities.</p> <p>As noted above there are also measures in the policy and supporting pre-amble text which will have positive impacts on objectives 6 and 7, and in part objective 8 although the scale of any improvements in water quality is uncertain at this stage.</p> <p>It will be important to take account of the site specific and general mitigation measures outlined in the level 2 SFRA to maximise the positive impacts of this policy.</p> <p>It should be noted as well that the policy is in general accordance with NPP requirements, particularly in relation to meeting the challenge of flooding.</p> <p>Mitigation:</p> <p>As noted above – it will be important that in developing the sites allocated for development in the SRC it will be important to take account of the mitigation measures identified in this policy and the level 2 SFRA. However, no additional mitigation beyond that have been identified here.</p>		

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SA Objectives	Policy CC2 – Sustainable Design and Construction	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy requires that major development schemes will be expected to achieve high standards of sustainable design and reduce their environmental impact through layout and design of development. These requirements will help to encourage urban regeneration	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	Major development proposals will be expected to support the delivery of Urban Eco Settlement principles and demonstrate the highest possible standards of sustainability and eco-innovation. Major development schemes will be expected to achieve high standards of sustainable design. These policy requirements will help to ensure that new dwellings are well designed and of high quality and have a significant positive impact upon this objective.	++

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SA Objectives	Policy CC2 – Sustainable Design and Construction	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>The policy requires that proposals for new development should reduce the environmental impact through layout and design of development. Good layout and design of development will help to protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. In addition implementation of this policy alongside policy NBE5 will help to enhance positive impacts upon this objective.</p> <p>Given the importance of Saltaire and its sensitivity good layout and design of development will be very important for those sites allocated for development within the WHS buffer zone.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that proposals for new development should demonstrate the highest possible standards of sustainability and eco-innovation and to reduce the environmental impact through layout and design of development. These requirements will help to protect biodiversity.</p> <p>The policy also requires new development should be designed to maximise solar gain and natural light and to minimise and preferably avoid contributing to urban heat island effects by including green infrastructure where possible. The green infrastructure study undertaken for the SCRC notes that almost 50% of the SCRC is comprised of Green Infrastructure (GI) assets making this a very 'green/blue' corridor. The GI study notes that the potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality) which further highlights the opportunities for green infrastructure enhancements, which would also have positive impacts in relation to biodiversity. It is noted more broadly that Policy NBE1 Green Infrastructure seeks to ensure approximately 40% of the AAP area is retained as greenspace with the intention to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley, aiming to contribute to biodiversity.</p> <p>Overall impacts on this objective from this policy will be positive.</p>	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>The policy requires that proposals for new development should demonstrate the highest possible standards of sustainability and eco-innovation, which when cross referenced with other policies concerning green infrastructure support and enhance the provision of open space. So whilst there is no clear direct link between this policy and this objective, indirectly it supports this objective.</p>	0/+

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SA Objectives	Policy CC2 – Sustainable Design and Construction	
	Commentary	Scoring
8. To maintain and improve soil and water quality.	The policy requires that proposals for new development should demonstrate the highest possible standards of sustainability and eco-innovation and to reduce the environmental impact through layout and design of development. These requirements will help to maintain water quality, which in part reflects requirements of the policy to promote sustainable design (which should in part consider water demand as well as efforts to minimise effects of discharge on water quality); though will not directly have any impacts in regards to improving soil and water quality.	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy requires that major development schemes should achieve high standards of sustainable design and reduce environmental impact through layout and design of development. Good design can be very important in relation to reducing the risk of flooding and therefore this policy will have a positive impact upon this objective. It would also be expected that the developer would need to cross refer to the requirements of policy NBE6 – Ensuring high quality design and CC1 – Flood risk and water management, the latter which includes site specific mitigation measures to minimise the risk of flooding.	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	The policy requires that major developments will be expected to support deliver of urban eco settlement principles and demonstrate highest possible standards of sustainability. The policy also requires that major development schemes will be expected to achieve sustainable design and reduce their environmental impact through layout and design of development. Given that all new development will generate waste the above requirements will help to reduce waste generation and disposal and therefore have a positive impact upon this objective.	+
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The Bradford Climate Change Framework for Action sets a target to cut district carbon emissions by 40% by 2020. This will be achieved through reducing energy use and investing in renewable and low carbon energy. The policy seeks to maximise the use of low carbon and renewable energy where feasible and viable and through the requirement for sustainable design, anticipate the future changes in national building regulations standards towards zero carbon homes. The policy also requires that new development should be designed to maximise solar gain and avoid overheating. Cross referencing to policy CC1 – Flood risk and water management, will ensure site and structure specific mitigation measures are implemented to minimise the risk of flooding. These requirements will help to mitigate and adapt to the effects of climate change and have a positive impact upon this objective.	+

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SA Objectives	Policy CC2 – Sustainable Design and Construction	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	In the surrounding text to the policy it is noted that all major development applications should be supported by a Sustainability Statement, which should either form part of the Design and Access Statement or be a separate document. This statement will include how the development will minimise its environmental impact (which is assumed to cover both construction and use of the future development). This should include reference to any effects from particulates arising during construction, as well as the effects from emissions from construction traffic. It is assumed that developers will provide mitigation measures proportionate to the scale and duration of the effects.	0/+
13. To minimise noise pollution, especially around land use interfaces.	In the surrounding text to the policy it is noted that all major development applications should be supported by a Sustainability Statement, which should either form part of the Design and Access Statement or be a separate document. This statement will include how the development will minimise its environmental impact (which is assumed to cover both construction and use of the future development). This should include reference to any noise and disturbance effects from construction activities and associated traffic. It is assumed that developers will provide mitigation measures proportionate to the scale and duration of the effects.	0/+
14. To improve health, reduce health inequalities and promote healthy living.	The policy requires that major developments will be expected to support deliver of urban eco settlement principles and demonstrate highest possible standards of sustainability. The policy also requires that major development schemes will be expected to achieve sustainable design and reduce their environmental impact through layout and design of development. This policy will help to deliver high quality development which will have associated positive health impacts.	+
15. To strengthen and sustain resilient local economy.	The policy requires that development schemes should maximise opportunities for energy efficiency and on-site onsite carbon reduction, where feasible and viable. The policy also requires that major development schemes will be expected to achieve high standards of sustainable design and reduce their environmental impact through the layout and design of development and to maximise opportunities for on-site carbon reduction where possible. Such requirements will help to support the transition to a low carbon economy and help to ensure sustainable economic growth. Overall the policy will have a positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy CC2 – Sustainable Design and Construction	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	The policy requires that major development schemes will be expected to achieve high standards of sustainable design which will help to create and sustain vibrant communities through the delivery of high quality new development and make a positive contribution towards this objective.	+
<p>Summary The policy is anticipated to have a number of positive impacts. Conserving and enhancing resources, achieving highest standards of sustainability and sustainable design will have significant positive impacts in relation urban regeneration and delivering good quality housing. There will also be positive impacts on objectives 5, 6, 7, 8, 9, 10, 11, 14, 15 and 17 given the wide ranging positive impacts associated with the various measures in this policy to conserve energy and resources and requirement for good design. Good design is particularly important in relation development within the Saltaire WHS buffer zone.</p> <p>It should be noted that this policy is well aligned with the aims and objectives of the emerging Shipley Development Framework, for example in relation to the vision of delivering low carbon technologies and forms of development and for Shipley to have high quality architecture and public realm.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements in relation to meeting the challenge of climate change.</p> <p>Mitigation: It will be important to consider whether or not existing water infrastructure has capacity (e.g. waste water treatment works) and whether additional infrastructure is anticipated to be place in order to ensure that new development is not under served by such infrastructure. However, it should be noted that the Council has undertaken an infrastructure study to support the AAP.</p>		

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SA Objectives	Policy NBE1 – Green Infrastructure	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The creation of a linear park and canal road greenway will help promote sustainable transport modes through safe and attractive pedestrian and cycle links. It should also be noted that in the supporting text to the policy proposals will be expected to contribute to the delivery of green links identified in the GI Framework and to maintain and enhance safe and attractive pedestrian and cycling routes. Overall the policy will help to have a minor positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	Green Infrastructure includes the provision of open space for community recreation and the accompanying text notes the potential to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley. This will make an important contribution to improving the quality, range and accessibility of green infrastructure within the AAP and have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy NBE1 – Green Infrastructure	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	GI can help improve the setting and environment of key cultural and heritage assets. This is particularly the case in regards to the WHS of Saltaire and the buffer zone where improvements to GI can help support and enhance the setting and key approaches to the WHS. The policy will therefore help to have a minor positive impact upon this objective.	+
6. To protect, enhance and, where necessary, restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that all development will be expected to protect and enhance key green infrastructure and ecological networks. The policy also requires that major developments will be expected to demonstrate that they will positively contribute to enhancing green infrastructure and ecological networks, and include green infrastructure as an integral part of the design. The council will work with partners to support the delivery of Green Infrastructure enhancement projects.</p> <p>The green infrastructure study undertaken for the SCRC notes that almost 50% of the SCRC is comprised of Green Infrastructure (GI) assets, although existing green infrastructure assets will be reduced as future development takes place. To support Urban Eco Settlement ambitions, the AAP will aim to ensure approximately 40% of the AAP area is retained as greenspace. This will include an opportunity to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley providing connectivity between habitats that will support the movement of species along the corridor.</p> <p>The GI study notes that the potential to increase GI multi-functionality (to 'high' and 'very high') across the corridor is great (approximately 83% of the GI assets have the potential to become high or very high in terms of multi-functionality) which further highlights the opportunities for green infrastructure enhancements, which would also have positive impacts in relation to biodiversity.</p> <p>In light of all of the above, the policy will have a significant positive impact upon this objective.</p>	++
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Green infrastructure forms part of open space. Protecting and enhancing key green infrastructure and ecological networks will help in turn to maintain and enhance quality of open space will help to have a positive impact upon this objective.	+

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SA Objectives	Policy NBE1 – Green Infrastructure	
	Commentary	Scoring
8. To maintain and improve soil and water quality.	Soils and water form a part of green infrastructure. Protecting and enhancing key green infrastructure and ecological networks will help in turn to maintain and improve soil and water quality, which will have a positive impact upon this objective.	+
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Open space and GI can provide additional opportunities for SUDS as well as temporary storage of flood waters. Works under this policy will include changes to the Bradford Beck, looking to reduce culverting and renaturalise the area, to enhance both ecological diversity and flood risk management. The New Bolton Woods site is also mentioned in regard of flood risk and there is potential to ensure that any compensatory openspace could also help enhance capacity to respond to flood risk issues.</p> <p>Overall the policy will therefore have a positive impact upon this objective.</p>	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	Provision of Green Infrastructure can help urban areas respond to the increased frequency of flood events anticipated as a consequence of climate change by providing further opportunities for SUDS and temporary storage, so helping increase resilience	+

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SA Objectives	Policy NBE1 – Green Infrastructure	
	Commentary	Scoring
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0
14. To improve health, reduce health inequalities and promote healthy living.	Green Infrastructure includes the provision of open space for community recreation and the accompanying text notes the potential to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley. This will make an important contribution to improving the quality, range and accessibility of green infrastructure and recreational opportunities within the AAP and have a positive impact upon this objective.	+
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE1 – Green Infrastructure	
	Commentary	Scoring
17. To help create and sustain safe, vibrant and cohesive communities.	Green areas can provide safe, healthy and attractive environments which should help to have positive impacts on this objective.	+
<p>Summary Given the significant opportunities for Green Infrastructure (GI) enhancements highlighted in the green infrastructure study this policy is welcome and will help to increase GI coverage in the SCRC.</p> <p>The creation of a linear park and canal road greenway will help promote sustainable transport modes through safe and attractive pedestrian and cycle links and will therefore help to have a positive impact upon objective 1.</p> <p>An increase in GI coverage will have significant positive impacts in relation to objective 6, and will also have positive impacts in relation to open space, soil and water quality, flood risk and improving health given that these aspects form part of green infrastructure.</p> <p>There will also be positive impacts upon objective 2 given that Green Infrastructure includes the provision of open space for community recreation. Green Infrastructure can also help to provide safe, healthy and attractive environments which should help to have positive impacts on objective 17.</p> <p>Impacts on the other objectives are neutral given that there is no clear link between this policy and those objectives.</p> <p>It should be noted that the policy is in accordance with NPPF in relation to conserving and enhancing the natural environment and in particular paragraph 114 of the NPPF.</p>		
<p>Mitigation: No mitigation required.</p>		

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SA Objectives	Policy NBE2 – Waterway Environments	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Development will be permitted that could take advantage of the canals (providing no adverse effects)– so could provide an alternative means to ensure movement of goods and increase opportunities for more sustainable recreational travel, which would have a positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy requires that development proposals which impact upon waterways will be expected to achieve high standards of design and to sensitively integrate any important water side features. This will help to improve efficiency in land use and design in relation to waterway environments and have a minor positive impact upon this objective.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy NBE2 – Waterway Environments	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>The policy requires that development proposals should support the historic value of waterways and that where appropriate and feasible, development proposals that impact on waterways will be expected to take opportunities to conserve and enhance the character and setting of the waterway, achieve high standards of design and sensitively integrate any important waster side features. All of these requirements will help to have a positive impact upon this objective.</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that development proposals should support the ecological value of waterways and that where appropriate and feasible, development proposals that impact on waterways will be expected to take opportunities to create environmental and ecological enhancements along waterways. Enhancing the functions of water assets within the AAP, in accordance with the Water Framework Directive, is a key priority for the AAP.</p> <p>An ecological assessment was undertaken in support of the Shipley Canal Road Corridor AAP and amongst the enhancement measures identified was to increase the amount of fen and emergent aquatic habitat, particularly along the Leeds – Liverpool Canal but also on the Bradford Beck. There will be opportunities through this policy to deliver such enhancements which would have a positive impact upon this objective.</p> <p>Overall the policy will have a significant positive impact upon this objective.</p>	++
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>There is no clear link between this policy and this objective.</p>	0
8. To maintain and improve soil and water quality.	<p>The policy requires that where appropriate and feasible, development proposals that impact on waterways will be expected to protect and improve water quality. As noted in para 5.7.20, 'Development which would adversely impact the water quality... of waterways in the AAP will not be permitted, in accordance with Core Strategy policies EN2, EN3 and EN7 and EN8'. Given the explicit requirements to protect and improve water quality there will be a significant positive impact upon this objective.</p>	++

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SA Objectives	Policy NBE2 – Waterway Environments	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy requires that where appropriate and feasible, development proposals that impact on waterways will be expected to protect and improve flood resilience capacity of the waterway, which will have significant positive impacts upon this objective. This will also be important in the context of the level 2 SFRA which has been undertaken given that there are a number of sites which have been allocated for development that are at risk of flooding from the River Aire or Bradford Beck.	++
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	The policy requires that development proposals which impact upon waterways will be expected to achieve high standards of design. This will help to reduce waste through good design and have a minor positive impact upon this objective.	+
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The policy requires that where appropriate and feasible, development proposals that impact on waterways will be expected to protect and improve flood resilience capacity of the waterway. Given that flooding can be a consequence of climate change this policy will therefore help to adapt to climate change and have a minor positive impact upon this objective.	+
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

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SA Objectives	Policy NBE2 – Waterway Environments	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy requires that where appropriate and feasible developments proposals that impact on waterways will be expected to create opportunities for recreation and maintain and improve access to, and along, waterways. This requirement will help to support development which encourages healthy lifestyles through new recreation associated with waterways and have a positive impact upon this objective. The extent to which this impact would be positive would be determined by behavioural choices and take up of any new recreational opportunities.	+
15. To strengthen and sustain resilient local economy.	The policy requires that development proposals should support the economic value of waterways. This will help to strengthen and sustain a resilient local economy and therefore have a minor positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy requires that development proposals should support the economic value of waterways. Whether or not this would result in job opportunities would depend upon the detail of any development proposals next to waterways, which could only be fully determined at the detailed planning application stage. The skills set of the local workforce would also have an impact on whether there were any employment opportunities related to waterways. Impacts upon this objective are therefore uncertain at this stage.	?
17. To help create and sustain safe, vibrant and cohesive communities.	The various requirements in the policy will help to maximise the benefits of waterway environments. This will help to create and sustain vibrant communities adjacent to waterways and have a minor positive impact upon this objective.	+

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SA Objectives	Policy NBE2 – Waterway Environments	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have positive impacts on a number of the SA objectives, in particular objectives 6 and 9 given that there is support for the ecological value of waterways and opportunities to create environmental and ecological enhancements along waterways, as well as to protect and improve flood resilience capacity of the waterway.</p> <p>The policy will also have positive impacts on a number of the other SA objectives. There will be positive impacts on objectives 3, 5, 8, 10, 11 and 17 through the various measures in the policy to take advantage of waterway environments, in relation to good design, which also has benefits in relation to waste reduction, historic value, and flood resilience, which has positive impacts in relation to mitigating the effects of climate change. There will also be positive impacts on objectives 14 and 15 given that there would be economic and health benefits associated with maximising the opportunities of the waterway environments.</p> <p>There will also be positive impacts in relation to objective 1 given that waterway environments could provide an alternative means to ensure movement of goods and increase opportunities for more sustainable recreational travel.</p> <p>There is no clear link with the other objectives and so impacts are neutral.</p> <p>Through the implementation of this policy there will be opportunities to incorporate a number the enhancement measures identified in the ecological appraisal undertaken for the SCRC, which will be welcome and will also compliment the opportunities for green infrastructure enhancements identified in the green infrastructure study undertaken for the SCRC.</p> <p>Mitigation: No mitigation required.</p>		

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SA Objectives	Policy NBE3 – The Bradford Beck	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Maintaining and providing pedestrian and cycle links to and alongside the Beck which will help to increase levels of walking and cycling with associated positive impacts in relation to promotion of sustainable modes of transport.	+
2. To improve the quality, range and accessibility of community services and facilities.	The policy includes support for development of sites adjacent to the Bradford Beck that will include maintaining and providing pedestrian and cycle links to and alongside the Beck as part of the intention noted under Policy NBE1 Green Infrastructure to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley. The policy will make an important contribution to improving the quality, range and accessibility of green open spaces, as part of the suite of community facilities within the AAP and will have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE3 – The Bradford Beck	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	There is no clear link between this policy and this objective.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	The ecological appraisal undertaken for the SCRC notes that there is an important green corridor that runs along the margins of the Bradford Beck and that it should be retained in order to preserve the ecological value and wildlife mobility it offers as well as the resource for quiet recreation. However, at present, the Bradford Beck is classified as ‘poor ecological quality’ under the Water Framework Directive. In light of this Council support for the delivery of projects to enhance the environmental quality of the Bradford Beck, including the re-naturalisation of the Beck, where appropriate and feasible and requirement for development proposals to enhance its role as a habitat highway will all help to result in an improved Bradford Beck and have a significant positive impact upon this objective.	++
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	The policy includes support for development of sites adjacent to the Bradford Beck that will include maintaining and providing pedestrian and cycle links to and alongside the Beck as part of the intention noted under Policy NBE1 Green Infrastructure to create a linear park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley. The policy will make an important contribution to improving the quality, range and accessibility of green open spaces within the AAP and will have a positive impact upon this objective.	+
8. To maintain and improve soil and water quality.	The policy is concerned with enhancing the environmental quality of the Beck and that development of sites adjacent to the Bradford Beck will be expected to support its enhancement as an accessible, clean and visible waterway and habitat highway. This will help to maintain and improve soil and water quality associated with the Bradford Beck and have a positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE3 – The Bradford Beck	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy is concerned with enhancing the environmental quality of the Beck and that development of sites adjacent to the Bradford Beck will be expected to support its enhancement as an accessible, clean and visible waterway and habitat highway. Enhancement projects should be concentrated where they will have the largest benefit in terms of ecological enhancements, flood mitigation and regeneration. In addition, development proposals will need to be consistent with CC1. As such, implementation of the policy should lead to reduced flood risk in the vicinity of the Beck. Impacts on this objective are therefore a minor positive.	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	Maintaining and providing pedestrian and cycle links to and alongside the Beck would help will help to increase levels of walking and cycling, which could lead to a reduction in pollution from fewer car journeys. However, any benefits in terms of a reduction in vehicle emissions and improvements in air quality would be dependent upon a substantial number of car journeys being replaced by walking/cycling and therefore overall impacts are neutral.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE3 – The Bradford Beck	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	Maintaining and providing pedestrian and cycle links to and alongside the Beck which will help to increase levels of walking and cycling with associated positive health impacts.	+
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE3 – The Bradford Beck	
	Commentary	Scoring
<p>Summary</p> <p>The Bradford Beck is the key waterway that links the two AAP areas. The beck flows south – north through the AAP areas, from Bradford city centre to Frizinghall and onwards to Shipley where it enters the River Aire. Supporting the delivery of projects to enhance the environmental quality of the Bradford Beck, including the re-naturalisation of the Beck, where appropriate and feasible, and maintaining and providing pedestrian and cycle links to and alongside the Beck will be welcome.</p> <p>The policy is anticipated to have several positive impacts, in particular on objective 6 through Council support for the delivery of projects to enhance the environmental quality of the Bradford Beck, including the re-naturalisation of the Beck, where appropriate and feasible and requirement for development proposals to enhance its role as a habitat highway.</p> <p>As part of this policy there is also support for maintaining and providing pedestrian and cycle links to and alongside the Beck, this will have positive impacts on objectives 1, 7, and 14 since it will help to increase levels of walking and cycling which are sustainable modes of transport. This has associated positive impacts in relation to improvements in health. The policy will also help to increase access to open space and to reduce flooding, with positive impacts on objectives 7 and 9.</p> <p>There is no clear link with the other objectives and so impacts are neutral.</p> <p>It should be noted as well that the policy is in general accordance with NPPF, particularly in relation to conserving and enhancing the natural environment.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE4 – Biodiversity and Ecology	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE4 – Biodiversity and Ecology	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	There is no clear link between this policy and this objective.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The policy requires that development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for an improvement in local biodiversity where possible through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.</p> <p>The policy also requires that development proposals likely to have an adverse effect on biodiversity, important habitats and sites designated as a SEGI or sites designated as a Bradford Wildlife Area (BWA) will not be permitted, in accordance with Core Strategy EN2. To secure a net gain in biodiversity through the AAP, the council will support the delivery of ecological enhancement projects, in line with the Ecological Assessment.</p> <p>Given that the ecological assessment has identified significant potential for enhancements, the support for these enhancements, together with the other policy measures will help to have a significant positive impact upon this objective.</p>	++
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	<p>The policy requires that development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for an improvement in local biodiversity where possible. The policy also requires that development proposals likely to have an adverse effect on biodiversity, important habitats and sites designated as a SEGI or sites designated as a BWA will not be permitted. Given that this will include the Bradford Beck which is currently classified as 'poor ecological quality' under the Water Framework Directive, supporting the delivery of ecological enhancement projects will provide opportunities to improve water quality in the Beck.</p> <p>Overall the policy will have a positive impact upon this objective.</p>	+

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SA Objectives	Policy NBE4 – Biodiversity and Ecology	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE4 – Biodiversity and Ecology	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	Access to natural green space and the natural environment could have indirect positive health benefits. However, the extent of this positive impact is uncertain.	?
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE4 – Biodiversity and Ecology	
	Commentary	Scoring
<p>Summary</p> <p>The policy will have significant positive impacts upon objective 6 with various measures in the policy that will help to protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. The policy will also help to improve water quality and have a minor positive impact upon objective 8.</p> <p>The policy will help to deliver the ecological enhancement projects identified in the ecological assessment undertaken for the SCRC, which is welcome given that this assessment has identified the potential for a significant number of enhancements.</p> <p>It should be noted that this policy is in accordance with NPPF requirements, and in particular that the planning system should contribute to and enhance the natural and local environment by: <i>“Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to future pressures...”</i></p> <p>Mitigation:</p> <p>Given that any mitigation required for biodiversity from any individual site proposals could only be determined at the detailed planning application stage, no specific mitigation has been identified here. In any case this policy will help to ensure overall that new development does not have any adverse impacts on biodiversity and ecology and will help to ensure a net gain in biodiversity.</p>		

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SA Objectives	Policy NBE5 – Heritage and Conservation	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Policy seeks to permit development within the Saltaire WHS that will protect and enhance assets, setting and character – which it will do by promoting good design and so will have a positive impact upon this objective.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE5 – Heritage and Conservation	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>Key heritage assets include the Saltaire World Heritage Site, Conservation Areas and Listed Buildings. The policy requires that development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.</p> <p>The policy also requires that all development within the World Heritage Site Buffer Zone will be required to protect and enhance the outstanding universal value of Saltaire World Heritage Site and its setting. Given that Saltaire is a key tourist attraction for Bradford and also at a local level for Shipley, protecting and enhancing Saltaire will help to have significant positive impacts upon this objective.</p>	++
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	There is no clear link between this policy and this objective.	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE5 – Heritage and Conservation	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE5 – Heritage and Conservation	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	There is no clear link between this policy and this objective.	0
15. To strengthen and sustain resilient local economy.	The policy will help to protect the Saltaire World Heritage Site and adjacent area which is an important established employment area and tourist attraction and significant source of income for the local economy. Enhancements to Saltaire will help to increase numbers of visitors to Saltaire, which will have associated positive economic impacts. The policy will therefore have a positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	The policy will help to protect the Saltaire World Heritage Site and adjacent area which is an important established employment area and tourist attraction and significant source of income for the local economy. Enhancements to Saltaire will help to increase numbers of visitors to Saltaire, which will have associated positive impacts in relation to employment opportunities. This will also relate to the wider historic environment and employment opportunities.	+
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE5 – Heritage and Conservation	
	Commentary	Scoring
<p>Summary</p> <p>The policy will have in particular a significant positive impact upon objective 5 since the policy will help to preserve and enhance key heritage assets and in particular will help to avoid any adverse impacts on Saltaire through the requirement that that all development within the World Heritage Site Buffer Zone will be required to protect and enhance the outstanding universal value of Saltaire World Heritage Site and its setting.</p> <p>The policy will also have positive economic benefits since it will help to preserve and enhance the character, appearance and setting of key heritage assets. Given the importance of heritage assets to Bradford’s economy and in particular the economic value of Saltaire this policy will help to increase economic income from heritage assets and to increase job opportunities in relation to heritage assets.</p> <p>There is no clear link with the other objectives so impacts are neutral.</p> <p>The policy will compliment the aims of the Saltaire Management Plan and the key management issues for Saltaire which have been identified in this plan and will help with the management plan aim of engagement of key land and property owners in the planning process.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements, in particularly in relation to conserving and enhancing the historic environment.</p> <p>Mitigation: No mitigation required.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE6 – Ensuring High Quality Design	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Design policy includes provision for pedestrians and cyclists, along with increased connectivity between transport modes, which will help to promote more sustainable forms of travel and will have a minor positive impact upon this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy requires that all new development within the corridor must demonstrate a high standard of design and respond to place making opportunities in line with a number of design principles which includes planning positively for natural features, promoting sustainable transport and connectivity, ensuring development is appropriate to the character of the existing heritage assets, in order to secure the delivery of a high quality public realm. These requirements will help to use land efficiently and improve efficiency in design, which will have a significant positive impact upon this objective.	++
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	The policy requires that all new development within the corridor must demonstrate a high standard of design. This will help to ensure the delivery of well designed high quality housing and provide everyone with the opportunity to live in a decent home.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE6 – Ensuring High Quality Design	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	The policy requires that all new development within the corridor must demonstrate a high standard of design and respond to place making opportunities in line with a number of design principles which includes the delivery of high quality public realm and preserving and enhancing the setting and key views of important heritage assets, in particular the Universal Value of Saltaire. These requirements will therefore have a significant positive impact upon this objective.	++
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	The first design principle concerns responding positively to existing natural features – which is the basis for enhancement of Green Infrastructure, open space and biodiversity covered by earlier policies, which would lead to a positive impact upon this objective,	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	The policy requires that all new development within the corridor must demonstrate a high standard of design. Good design can help to provide new open space, which would have a minor positive impact upon this objective,	+
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE6 – Ensuring High Quality Design	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	The policy requires that all new development within the corridor must demonstrate a high standard of design. Good design can help to mitigate the risks of flooding, which is important in light of the recommendations in the level 2 Strategic Flood Risk Assessment which has been undertaken for the Corridor and the fact in relation to the development of some sites allocated for development good design will be crucial in mitigating flood risk. The policy will therefore have positive impacts upon this objective.	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	The policy requires that all new development within the corridor must demonstrate a high standard of design. This will help to reduce unnecessary waste through poor design and in turn help to have a positive impact upon this objective.	+
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	The design principles make explicit reference to climate change resilience which will help to have a positive impact upon this objective.	+
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE6 – Ensuring High Quality Design	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	Design principles look to prioritise/promote pedestrian and cycling opportunities and the final principle states to 'Encourage active and healthy lifestyles and promote high quality inclusive design in the layout and design of new developments and individual buildings', which will have positive impacts upon this objective.	+
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	The policy requires that all new development within the corridor must demonstrate a high standard of design and respond to place making opportunities in line with a number of design principles which includes the delivery of high quality public realm, retain existing heritage assets and promoting high quality inclusive designs. These requirements will help to create vibrant and cohesive communities and have a positive impact upon this objective. However, the design principles listed performance against the objective could be enhanced if reference was also made to creating safe public environments consistent with paragraph 69 of the NPPF which requires planning policies to achieve places that provide 'safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy NBE6 – Ensuring High Quality Design	
	Commentary	Scoring
<p>Summary The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 3 and 5 given that good design will help to use land efficiently, and through the requirement to preserve and enhance the setting and key views of important heritage assets, in particular the Universal Value of Saltaire.</p> <p>There will also be positive impacts in relation to objectives 4, 7, 9, 10 and 17. Good design can help to minimise deliver new open space, manage and reduce waste generation and mitigate the impacts of flooding, which is important in light of the findings of the level 2 Strategic Flood Risk Assessment and can help to create vibrant and cohesive communities.</p> <p>The first design principle concerns responding positively to existing natural features which could help to protect and enhance biodiversity and have a minor positive impact on objective 6.</p> <p>There is no clear link with the other objectives and so impacts are neutral.</p> <p>It should be noted as well that the policy is in accordance with NPPF requirements, particularly in relation the requirement for good design.</p>		
<p>Mitigation: The design principles performance against the objective could be enhanced if reference was also made to creating safe public environments.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC1 – Hazardous Installations	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	There is no clear link between this policy and this objective.	0
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC1 – Hazardous Installations	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	There is no clear link between this policy and this objective.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	There is no clear link between this policy and this objective.	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	There is no clear link between this policy and this objective.	0
8. To maintain and improve soil and water quality.	There is no clear link between this policy and this objective.	0



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC1 – Hazardous Installations	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	There is no clear link between this policy and this objective.	0
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC1 – Hazardous Installations	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy requires that planning permission will only be granted for development proposals which are in the vicinity of hazardous installations and pipelines if it is demonstrated that there is not an unacceptable increase in the risk to public health and safety which cannot be satisfactorily overcome by appropriate mitigation measures. This requirement will help to have a positive impact upon this objective in relation to resident's health.	+
15. To strengthen and sustain resilient local economy.	The gas pipeline forms an important part of infrastructure supporting economic development and that the measures are to ensure safe co-existence of proposals for growth with important but hazardous infrastructure. This will have a minor positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	There is no clear link between this policy and this objective.	0
<p>Summary Given the very specific nature of this policy, there is no clear link with the vast majority of the objectives. The policy will have a positive impact in relation to objective 14 given that the policy will help to protect public health and safety and in relation to objective 15 given that the pipeline forms an important part of infrastructure supporting economic development.</p>		
<p>Mitigation: No mitigation identified.</p>		

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC2 – Open Space and Recreation	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	There is no clear link between this policy and this objective.	0
2. To improve the quality, range and accessibility of community services and facilities.	Open space and recreation form part of community services and facilities. The policy protects existing identified recreational open space, playing fields and allotments and requires that major new residential developments will be required to provide for new or improved open space and recreation facilities. Larger scale housing sites will be expected to provide on site open space, including recreation facilities and natural green space. This will make an important contribution to improving the quality, range and accessibility of community services and facilities in relation to open space and recreation and will have a positive impact upon this objective.	+
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	There is no clear link between this policy and this objective.	0
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC2 – Open Space and Recreation	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	There is no clear link between this policy and this objective.	0
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Maintaining open space will help to protect existing biodiversity associated with such open space and will help to have a minor positive impact upon this objective.	+
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	The policy seeks to protect recreation open space, playing fields and allotments from development and with regards to the new Bolton Woods site that loss of land formally used as recreation open space will be mitigated through provision of new open space. The policy also requires that major residential developments will be required to provide for new or improved open space and recreation facilities. These requirements will help to ensure that within this urban eco settlement there is an appropriate amount of new open space and recreation, and will overall increase the amount of new open space. Overall the policy will have significant positive impacts upon this objective.	++
8. To maintain and improve soil and water quality.	Maintaining open space at least does not lead to increasing urbanisation and so irreversible loss of soil resource and will therefore help to maintain existing soil and water quality, which will have a minor positive impact upon this objective.	+

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC2 – Open Space and Recreation	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Open space and Green Infrastructure can provide additional opportunities for SUDS as well as temporary storage of flood waters. The New Bolton Woods site is also mentioned in regard of flood risk and potential to ensure that any compensatory openspace could also help enhance capacity to respond to flood risk issues. Such opportunities and measures will help to reduce the risk of flooding and have a minor positive impact upon this objective,	+
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	There is no clear link between this policy and this objective.	0
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	Provision of open space can help urban areas respond to the increased frequency of flood events anticipated as a consequence of climate change by providing further opportunities for SUDS and temporary storage, so helping increase resilience, which will have a minor positive impact upon this objective,	+
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC2 – Open Space and Recreation	
	Commentary	Scoring
14. To improve health, reduce health inequalities and promote healthy living.	The policy seeks to protect recreation open space, playing fields and allotments from development and with regards to the new Bolton Woods site that loss of land formally used as recreation open space will be mitigated through provision of new open space. The policy also requires that major residential developments will be required to provide for new or improved open space and recreation facilities. These requirements will help to ensure that within this urban eco settlement there is an appropriate amount of new open space and recreation, which will help to create sustainable neighbourhoods, encourage healthy lifestyles and have a significant positive impact upon this objective.	++
15. To strengthen and sustain resilient local economy.	There is no clear link between this policy and this objective.	0
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	The policy seeks to protect recreation open space, playing fields and allotments from development and with regards to the new Bolton Woods site that loss of land formally used as recreation open space will be mitigated through provision of new open space. The policy also requires that major residential developments will be required to provide for new or improved open space and recreation facilities. These requirements will help to create vibrant communities that have an appropriate amount of recreation provision and therefore have a positive impact upon this objective.	+

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC2 – Open Space and Recreation	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objectives 7 and 14 through protection and enhancement of open space and recreation facilities and the associated health impacts of this. There will also be positive impacts on objectives 2 and 17 given that open space and recreation facilities form an important part of community facilities and efforts to protect and enhance such facilities will help to create vibrant and cohesive communities.</p> <p>Maintaining existing open space will help to help to maintain biodiversity and existing soil and water quality associated with such open space, which will help to have a positive impact on objectives 6 and 8. There will also be positive impacts in relation to flood risk given the opportunities for provision of SuDS as part of new open space and the fact that the New Bolton Woods site is also mentioned in regard of flood risk and potential to ensure that any compensatory openspace could also help enhance capacity to respond to flood risk issues.</p> <p>In implementing this policy it will be important that account is taken of the Bradford Open Space, Sport and Recreation study and playing pitch strategy and particularly in relation to identified deficiencies (for example the need to provide permanent structures at one particular open space site for young people, and the need for more formal recreation facilities for young people) and any existing facilities in need of upgrading.</p> <p>It will also be important that account is taken of the infrastructure plan for Bradford and the delivery of open space improvements identified in this plan as essential, and new outdoor recreational facilities where planned housing growth puts strain on existing resources. This policy will help to deliver some of these essential improvements.</p> <p>It should be noted that the policy is in general accordance with NPPF requirements, particularly in relation to promoting healthy communities.</p> <p>Mitigation: No mitigation required.</p>		

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC3 – Community Infrastructure	
	Commentary	Scoring
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	The policy requires the provision of community infrastructure including a new two form entry school and it recognises that there is currently limited provision within the AAP area. Ensuring the local provision of community facilities able to meet local need will minimise the demand for travel to such facilities outside the area, contributing to a positive effect against this objective.	+
2. To improve the quality, range and accessibility of community services and facilities.	The Council will require the provision of new community infrastructure as part of new large-scale development in the Corridor. The policy also requires that a site capable of sustaining a two form entry primary school will be required within the New Bolton Woods site. The Council will expect school provision to be phased in relation to future housing growth in this area. These requirements will help to improve the quality and range and accessibility of community services/facilities and have a significant positive impact upon this objective.	++
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	The policy will help to deliver new community infrastructure as part of new development. This will help to avoid the need for new infrastructure elsewhere and make efficient use of land. This will contribute to urban regeneration. In addition, implementation of this policy alongside Policy CC2 and NBE6 will help to improve efficiency in design when delivering new community infrastructure. Overall the policy will have positive impacts upon this objective. Furthermore, the objectives for the AAP also include the delivery of at least 55% of new development on previously developed land, which based upon the sites allocated for development will be realised. This will further help to enhance positive impacts of this policy on this objective.	+
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC3 – Community Infrastructure	
	Commentary	Scoring
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	<p>New community infrastructure could have adverse heritage impacts and in particular in the case of Saltaire for any new provision in Shipley. However, there are other policies in the plan (notably NBE5 and NBE6) which seek to protect heritage and require good design. Implementation of this policy alongside those will help to protect, sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings. There could be limited potential for heritage enhancements through implementation of this policy alongside NBE5 and NBE6.</p> <p>Overall in light of the above the policy will have a positive impact upon this objective,</p>	+
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	<p>The provision of new community infrastructure could have adverse impacts upon biodiversity. However, when considered alongside other policies in the plan, notably NBE4 and the fact that there would be opportunities for environmental enhancements e.g. through green infrastructure (the potential for which is significant as noted by the Green Infrastructure study undertaken for the corridor) overall impacts are neutral.</p>	0
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>Para 5.8.39 of the AAP states 'A major gap in the provision of sports and leisure facilities is the lack of local children's play facilities with insufficient existing playgrounds located within the Corridor'. Provision of community infrastructure within the AAP that addresses this need will be important. If this aspect of community infrastructure is addressed as part of this policy then it would contribute to open space provision and therefore have a minor positive impact upon this objective.</p>	+
8. To maintain and improve soil and water quality.	<p>There is no clear link between this policy and this objective.</p>	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC3 – Community Infrastructure	
	Commentary	Scoring
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>It will be important in the delivery of new community infrastructure that account is taken of the level 2 Strategic Flood Risk Assessment which has been undertaken for the Council given that there are a number of allocated sites which are at risk of flooding (Policy CC1). It is also noted that any development with the New Bolton Woods site proposals should be supported by a flood risk sequential test (text supporting Policy CC1).</p> <p>In implementation of this policy account should be taken of general mitigation measures outlined in this SFRA including:</p> <ul style="list-style-type: none"> • Raised development; • On-site flood storage; and • Development phasing. <p>However, the exact impacts (and any potential mitigation) in relation to flooding and overall impacts on this objective can only be fully determined at the detailed planning application stage and so impacts are uncertain at this stage.</p>	?
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Through the provision of new community infrastructure there will be waste generated. However, in conjunction with Policy NBE6 this could be reduced, along with adoption of construction best practice methods, which would help to address waste arising from construction and encourage re-use of on site aggregate etc...</p> <p>There will still be waste generated from new community infrastructure. However, the extent of impacts will depend upon the scale of community infrastructure which can only be fully determined at the detailed planning application stage and therefore overall impacts are uncertain at this stage.</p>	?
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	There is no clear link between this policy and this objective.	0
12. To reduce air pollution and ensure air quality continues to improve.	There is no clear link between this policy and this objective.	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC3 – Community Infrastructure	
	Commentary	Scoring
13. To minimise noise pollution, especially around land use interfaces.	There is no clear link between this policy and this objective.	0
14. To improve health, reduce health inequalities and promote healthy living.	Para 5.8.39 of the AAP states 'A major gap in the provision of sports and leisure facilities is the lack of local children's play facilities with insufficient existing playgrounds located within the Corridor'. Provision of community infrastructure within the AAP that addresses this need will widen the scope and opportunity for local recreational activities which would help local residents maintain or improve fitness and reduce inequality of access to such facilities and have a positive impact upon this objective.	+
15. To strengthen and sustain resilient local economy.	The provision of new community infrastructure will help to ensure that the local economy is resilient and strong and through ensuring that there is appropriate community infrastructure in place to support the economy, and will therefore have a positive impact upon this objective.	+
16. To ensure local people have access to satisfying opportunities for employment and occupation.	There is no clear link between this policy and this objective.	0
17. To help create and sustain safe, vibrant and cohesive communities.	The policy requires that new community infrastructure is provided as part of new large-scale development in the Corridor which includes leisure and recreational facilities such as children's play facilities. It includes provision of a site capable of sustaining a two form entry primary school which will be required within the new Bolton Woods site which the Council would expect to be phased in relation to future housing growth in this area. The provision of such infrastructure will help to create and sustain safe, vibrant and cohesive communities and have a significant positive impact upon this objective.	++

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Policy HSC3 – Community Infrastructure	
	Commentary	Scoring
<p>Summary</p> <p>The policy is anticipated to have a number of positive impacts, particularly in relation to objective 2, as the policy will help to improve the quality, range and accessibility of community services and facilities. There will also be positive impacts in relation to objectives 3, 15 and 17 given the opportunity to contribute to urban regeneration, support a resilient economy with new community infrastructure and in relation to creating and sustaining vibrant communities.</p> <p>There is potential for the provision of community infrastructure to address the identified lack of local children’s play facilities with insufficient existing playgrounds located within the Corridor’ to increase access to open space and would have positive health benefits associated with exercise.</p> <p>In implementing this policy it will be important that account is taken of the Infrastructure Plan undertaken for the Council to ensure that right type of infrastructure is provided to meet community needs, and those infrastructure improvements highlighted in the plan as essential.</p> <p>It should be noted as well that the policy is in general accordance with NPPF requirements to ensuring the vitality of town centres.</p> <p>Mitigation:</p> <p>As noted above, there are uncertain impacts in relation to waste production, heritage and flood risk, given that the impacts of new community infrastructure on these aspects can only be fully considered at the detailed planning application stage. This is particularly important in the case of new community infrastructure as part of any new developments within Saltaire buffer zone. However, no specific additional mitigation has been outlined here.</p>		

Appendix E

Site Appraisal Methodology and Site Assessment Summaries

SA Objective	Appraisal Criteria	Threshold	Score
1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice.	Access to: -bus stops -railway stations -cycle routes	Within 400m of all services.	++
		Within 400m or more of one or more services.	+
		In excess of 400m from all services.	-
	Impact on highway network.	No impact on highway network.	0
		Potential adverse impact on highway network.	-
		Potential significant adverse impact on highway network.	--
2. To improve the quality, range and accessibility of community services and facilities.	Provision/loss of community facilities and services in SCRC	Development would provide key services and facilities on site.	++
		Development would contribute to the provision of additional services and facilities.	+
		Development would not provide or result in the loss of key services and facilities.	0
		Development would not contribute to the provision of additional services and facilities and would increase pressure on existing services and facilities.	-
		Development would result in the loss of key services and facilities without their replacement elsewhere within the District.	--
3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	Development of brownfield / greenfield/ mixed land Development of agricultural land including best and most versatile agricultural land (Agricultural Land Classification (ALC) grades 1, 2 and 3).	Previously developed (brownfield) land.	++
		Mixed greenfield/brownfield land.	+/-
		Greenfield (not in ALC Grades 1, 2 or 3).	-
		Greenfield (in ALC Grade 1, 2 or 3).	--

SA Objective	Appraisal Criteria	Threshold	Score
4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home.	Number of (net) new dwellings proposed/loss of dwellings.	100+ dwellings (3ha or more).	++
		1 to 99 dwellings (up to 2.9ha) .	+
		0 dwellings.	0
		-1 to -99 dwellings (-2.9ha or more).	-
		-100+ dwellings (-3ha or more).	--
	Proposed site contributes to delivery of homes within identified Urban Eco-Settlement area within AAP	100+ dwellings (3ha or more).	++
		1 to 99 dwellings (up to 2.9ha) .	+
		0 dwellings.	0
		N/A	-
		N/A	--
5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings.	Proximity to: -listed buildings and other listed structures -conservation areas -registered parks and gardens	No designations affecting site	0
		Development may have an adverse effect on designated heritage assets and/or their settings.	-
		Development may have a significant adverse effect on a designated heritage assets or their settings	--
Protect and enhance the historic environment and setting of the Saltaire World Heritage Site.		No adverse effect on Saltaire WHS	0
		Development may have an adverse effect on Saltaire WHS	-
		Development may have a significant adverse effect on Saltaire WHS	--
6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks.	Proximity to: -statutory international/national nature conservation designations (SAC, SPA, Ramasar, National Nature Reserve, Ancient Woodland); -local nature conservation designations (Local Nature Reserve, Local Wildlife Site) -Regionally Important Geological Site (RIGS)	No designations affecting site.	0
		Within 100m of a locally designated site (including RIGS)/Within 500m from an international/national site.	-
		Within 100m of a statutory designated site.	--
		Does not contain protected species.	0
	Presence of protected species.	Contains protected species.	--

SA Objective	Appraisal Criteria	Threshold	Score
7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	Access to open space (including sports and recreational facilities)	Within 800m open space.	+
		Within 2,000m of open space.	0
		In excess of 2,000m from open space.	-
	Provision/loss of open space	Would provide open space.	++
		Would not affect current provision of open space	0
		Would result in the loss of open space without their replacement elsewhere within the District.	--
8. To maintain and improve soil and water quality.	It has not been possible to identify specific site level criteria for this SA objective.	N/A	N/A
9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	Flood Risk Criteria	Flood Zone 1	0
		Flood Zone 2	-
		Flood Zone 3a	--
10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	It has not been possible to identify specific site level criteria for this SA objective.	N/A	N/A
11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	It has not been possible to identify specific site level criteria for this SA objective.	N/A	N/A
12. To reduce air pollution and ensure air quality continues to improve.	It has not been possible to identify specific site level criteria for this SA objective.	N/A	N/A
13. To minimise noise pollution, especially around land use interfaces.	Neighbouring uses.	Not located in close proximity to unsuitable neighbouring uses.	0
		Located in close proximity to unsuitable neighbouring uses and which could have an adverse effect on human health.	-
		Located in close proximity to unsuitable neighbouring uses and which could have a significant adverse effect on human health.	--

SA Objective	Appraisal Criteria	Threshold	Score
14. To improve health, reduce health inequalities and promote healthy living.	Access to: -GP surgeries -Open Space	Within 800m of a GP surgery/Open Space.	+
		Within 2,000m of a GP surgery/Open Space.	0
		In excess of 2,000m from a GP surgery/Open Space	-
	Provision/loss of open space or health facilities.	Would provide open space and/or health facilities.	++
		Would not affect current provision of open space or health facilities.	0
		Would result in the loss of open space and/or health facilities without their replacement elsewhere within the District.	--
15. To strengthen and sustain resilient local economy/ 16. To ensure local people have access to satisfying opportunities for employment and occupation.	Net employment land provision/loss.	1ha+ of land.	++
		0.1ha to 0.99ha of land.	+
		0ha	0
		-0.1ha to -0.99ha of land.	-
	Proximity to key employment sites.	Within 800m of a major employment site.	++
		Within 2,000m of a major employment site.	0
		In excess of 2,000m of a major employment site.	--
	17. To help create and sustain safe, vibrant and cohesive communities.	Walking distance to key services including: -GP surgeries -Primary schools -Secondary schools -Post Offices -Supermarkets -Proximity to town centres.	Within 800m of all services and/or a town centre.
Within 800m of one or more key services and/or within 2,000m of all services/a town centre.			+
Within 2,000m of a key service.			0
In excess of 2,000m from all services/a town centre.			-

SA Objective	Appraisal Criteria	Threshold	Score
	Access to: -primary schools -secondary schools/further education/training establishments	Within 800m of all educational facilities.	++
		Within 800m of a primary school and 2,000m from a secondary school/further education.	+
		Within 2,000m of a primary school.	0
		In excess of 2,000m from all educational facilities.	-
	Provision/loss of educational facilities, including further education.	Development would provide additional educational facilities on site.	++
		Development would contribute to the provision of educational facilities.	+
		Development would not provide or result in the loss of educational facilities.	0
		Development would not contribute to the provision of additional educational facilities and would increase pressure on existing educational facilities.	-
		Development would result in the loss of educational facilities, without their replacement elsewhere within the District.	--
	Provision / loss of services/facilities (Retail/leisure) which would contribute to the city's cultural mix.	Development would provide key services and facilities on site.	++
		Development would contribute to the provision of additional services and facilities.	+
		Development would not provide or result in the loss of key services and facilities.	0
		Development would not contribute to the provision of additional services and facilities and would increase pressure on existing services and facilities.	-
		Development would result in the loss of key services and facilities without their replacement elsewhere within the District.	--








Site Assessment Summaries




	Site has been deemed suitable and therefore has been allocated within the 2015 AAP. For further explanation please refer to the following individual site details.
	Site is not deemed suitable or is not required. For further explanation please refer to the following individual site details.




Shipley and Canal Road Corridor Action Area Plan – Residential Sites




Site Summary	Site allocated in AAP
Site STC3 - Station Road	✓
Site STC5 - Atkinson Street	✓
Site DF6 - Regent House	✓
Site DF7 - Junction of Dock Lane and Dockfield Road	✓
Site DF8 - Dock Lane	✓
Site DF9 - Dockfield Road	✓
Site SE2 - Land around Crag Road Flat	✓
Site NBW2 - Frizinghall Road, Bradford	✓
Site NBW3 - Thornhill Avenue	✓
Site NBW4 - Bolton Hall Road	✓
Site NBW5 - Valley Road Flats	✓
Site NBW6 - North Queens Road	✓
Site NBW7 – Bolton Woods Flats	✓
Site BWQ1 - Bolton Woods Quarry	✓
Site CCF1 - Bolton Road, Wapping	✓
Site CCF2 - Bolton Road	✓
Site CCF3 - Wapping Road, Bolton Road	✓
Site CCF4 - Singleton Street	✓









Site	Allocated in LDP
<p>Site STC3 - Station Road</p> <p>Site extends to 0.32 hectares and has an indicative capacity of 50 dwellings. The site is currently in industrial use and is located within an old quarry with high steeply sloping sides to the north and west. It is not located in a Conservation Area, nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 3 significant negatives against the SA objectives.</p>	
<p>Site STC5 - Atkinson Street</p> <p>Site extends to 0.02 hectares and has an indicative capacity of 8 dwellings. It is a vacant building located in Shipley town centre and has planning permission for 8 apartments. It is not located in a Conservation Area, nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	
<p>Site DF6 - Regent House</p> <p>Site extends to 0.69 hectares and has an indicative capacity of 93 dwellings. The site contains a range of mill buildings and connecting single story buildings. The site is located within the Leeds-Liverpool Canal Conservation Area and is also located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a Site of Ecological Interest (local designation) and 500 metres of an internationally/nationally designated site. The site is located in Flood Zone 2. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	

<p>Site DF7 - Junction of Dock Lane and Dockfield Road</p> <p>Site extends to 0.06 hectares and has an indicative capacity of 6 dwellings. The site contains an existing single story building which has previously been granted planning permission for redevelopment for 6 apartments in 2010. The site is located within the Leeds-Liverpool Canal Conservation Area and is also located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a Site of Ecological Interest (local designation) but is more than 100 metres from a statutory designation and more than 500 metres away from an internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	
<p>Site DF8 - Dock Lane</p> <p>Site extends to 0.15 hectares and has an indicative capacity of 15 dwellings. The site comprises a small area of vacant land accessed from Dock Lane. It is not located in a Conservation Area (but adjacent to one) nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a Site of Ecological Interest (local designation) but is more than 100 metres from a statutory designation and more than 500 metres away from any internationally/nationally designated sites. The site is located within Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school and Post Office.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	
<p>Site DF9 - Dockfield Road</p> <p>Site extends to 0.13 hectares and has an indicative capacity of 10 dwellings. The site comprises a vacant industrial building. It is not located in a Conservation Area (but adjacent to one) nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a Site of Ecological Interest (local designation) but is more than 100 metres from a statutory designation and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 2. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school and Post Office.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	

<p>Site SE2 - Land around Crag Road Flat</p> <p>Site extends to 1.21 hectares and has an indicative capacity of 30 dwellings. The site is open/greenspace between existing dwellings. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, primary school and a key employment site, whilst it is within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 3 significant negatives against the SA objectives.</p>	
<p>Site NBW2 - Frizinghall Road, Bradford</p> <p>Site extends to 0.75 hectares and has an indicative capacity of 42 dwellings. The site is currently occupied by an industrial building and associated hardstanding in the form of car park and access road, whilst a number of trees are located along the boundaries of the site. The site is not located in a Conservation Area but there are listed buildings located in the vicinity of the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, primary school, secondary school, whilst it is within 2,000 metres of a key employment site, a town centre and a supermarket.</p> <p>The site scores 2 significant positives and 2 significant negatives against the SA objectives.</p>	
<p>Site NBW3 - Thornhill Avenue</p> <p>Site extends to 0.6 hectares and has an indicative capacity of 21 dwellings. The site is existing open space which was previously allocated for residential development. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space and a primary school, whilst it is within 2,000 metres of a key employment site, secondary school, the town centre, a supermarket and a GP surgery.</p> <p>The site scores no significant positives and 2 significant negatives against the SA objectives.</p>	

<p>Site NBW4 - Bolton Hall Road</p> <p>Site extends to 0.84 hectares and has an indicative capacity of 35 dwellings. The site is currently a disused warehouse. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space and a primary school, whilst it is within 2,000 metres of a key employment site, secondary school, the town centre, a supermarket and a GP surgery.</p> <p>The site scores 1 significant positive and no significant negatives against the SA objectives.</p>	
<p>Site NBW5 - Valley Road Flats</p> <p>Site extends to 1.29 hectares and has an indicative capacity of 50 dwellings. The site comprises existing apartments and incidental open space where some demolition has already taken place. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites but is within 500 metres of an internationally/nationally designated site. The site is located in Flood Zone 2. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a primary school and a GP surgery and is within 2,000 metres of the, a key employment site, a secondary school and a supermarket.</p> <p>The site scores 1 significant positive and three significant negatives against the SA objectives.</p>	
<p>Site NBW6 - North Queens Road</p> <p>Site extends to 0.8 hectares and has an indicative capacity of 30 dwellings. The site is currently in use for the sale of stone/paving slabs. The site is located adjacent to but outside the St Pauls Conservation Area and is not located in the vicinity of any listed buildings. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a primary school, a secondary school and a GP surgery and is within 2,000 metres of a town centre, a key employment site and a supermarket.</p> <p>The site scores 2 significant positive and 1 significant negatives against the SA objectives.</p>	


<p>Site NBW7 – Bolton Woods Flats</p> <p>Site extends to 1.4 hectares and has an indicative capacity of 70 dwellings. The site is currently occupied by vacant flats. The site is not located in a Conservation area or close to any listed building. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a primary school, a secondary school and a GP surgery and is within 2,000 metres of a post office a key employment site and a supermarket.</p> <p>The site scores 2 significant positive and 2 significant negatives against the SA objectives.</p>	
<p>Site BWQ1 - Bolton Woods Quarry</p> <p>Site extends to 29.33 hectares and has an indicative capacity of 1,000 dwellings. The site comprises a large area of land currently in use as an existing working quarry. The site is not located in a Conservation Area but is located in close proximity to a Grade II* listed building and a Grade II Historic Park and Garden. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a primary school, a secondary school and a GP surgery and is within 2,000 metres of the town centre, a key employment site and a supermarket.</p> <p>The site scores 4 significant positive and 4 significant negatives against the SA objectives.</p>	
<p>Site CCF1 - Bolton Road, Wapping</p> <p>Site extends to 1.16 hectares and has an indicative capacity of 46 dwellings. The site was previously allocated for residential development and now has planning permission for 46 homes which are under construction. The site is not located in a Conservation Area nor are there any listed buildings in the vicinity of the site, although it is located adjacent to a Grade II Historic Park and Garden. The site is not located in the Saltaire World Heritage Buffer Zone. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is located within Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, a key employment site, a primary and secondary school and within 2,000 metres of a town centre and a supermarket.</p> <p>The site scores 2 significant positive and 3 significant negatives against the SA objectives.</p>	


<p>Site CCF2 - Bolton Road</p> <p>Site extends to 0.31 hectares and has an indicative capacity of 16 dwellings. The site is currently a vacant greenfield site. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within in 800 metres of public open space, a town centre, a supermarket, a key employment site, a GP surgery and a primary and secondary school.</p> <p>The site scores 2 significant positive and 2 significant negatives against the SA objectives.</p>	
<p>Site CCF3 - Wapping Road, Bolton Road</p> <p>Site extends to 0.46 hectares and has an indicative capacity of 23 dwellings. The site includes a vacant public house and level grassed area, therefore mixed greenfield and brownfield. Part of the site has outline permission for 9 homes. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is not located in the Saltaire World Heritage Buffer Zone. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a town centre, a supermarket, a key employment site, a GP surgery and a primary and secondary school.</p> <p>The site scores 2 significant positive and 2 significant negatives against the SA objectives.</p>	
<p>Site CCF4 - Singleton Street</p> <p>Site extends to 0.39 hectares and has an indicative capacity of 60 dwellings. The site is currently occupied by a vacant office building. The site is located outside but adjacent to a Conservation Area and there are listed buildings located in the vicinity of the site, but not adjacent. The site is not located in the Saltaire World Heritage Buffer Zone. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is predominantly located in Flood Zone 3. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a town centre, a supermarket, a key employment site, a GP surgery and a primary and secondary school.</p> <p>The site scores 3 significant positive and 1 significant negative against the SA objectives.</p>	









ShIPLEY and Canal Road Corridor Action Area Plan – Mixed Use Sites

Site Summary	Site allocated in AAP
Site STC6 - Buildings along Briggate	✓
Site DF1 - Dock Lane, Canalside	✓
Site DF2 - Junction Bridge, Briggate	✓
Site DF3 - Land between Leeds Road and Dock Lane	✓
Site DF4 - Dockfield Road North	✓
Site DF5 - DF5 Dockfield Road South	✓
Site SE1 - Shipley East	✓
Site NBW1 - New Bolton Woods	✓

Site	Allocated in LDP
<p>Site STC6 - Buildings along Briggate –</p> <p>Site extends to 0.13 hectares and has an indicative capacity of 20 dwellings. The site is located on a key gateway to Shipley and Saltaire, and includes vacant land of former cinema and adjacent building fronting Briggate. The site is within 400 metres of bus and train services. It is not located in a Conservation Area nor are there any listed buildings in close vicinity to the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a Site of Ecological Interest (local designation) and 500 metres of an internationally/nationally designated site. The site is located in Flood Zone 1. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery and primary school, key employment site and within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 2 significant negatives against the SA objectives.</p>	

<p>Site DF1 - Dock Lane, Canalside</p> <p>Site extends to 2.01 hectares and is a vacant industrial site that is considered suitable for a residential lead development. The site comprises land bounded by the Leeds and Liverpool Canal to the north and railway line to the south. The site is in the Leeds-Liverpool Canal Conservation Area although there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and cycle services and is located within 800 metres of public open space, a GP surgery, a primary school and a key employment site and within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 4 significant negatives against the SA objectives.</p>	
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<p>Site DF2 - Junction Bridge, Briggate</p> <p>Site extends to 0.75 hectares and is considered suitable for business, commercial and residential uses. The site is located on a gateway route into Shipley and Saltaire and is part vacant/part in general industrial use. The northern boundary fronts onto the Leeds and Liverpool Canal. The site is in the Leeds-Liverpool Canal Conservation Area and there are listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is predominantly located in Flood Zone 1 although parts of the site to the south west adjacent to Bradford Beck are located in Flood Zones 2 and 3. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, a primary school and a key employment site and within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 5 significant negative against the SA objectives.</p>	
<p>Site DF3 - Land between Leeds Road and Dock Lane</p> <p>Site extends to 0.71 hectares and is proposed for a business/mixed use development. It is currently in industrial/waste management use. The site is in the Leeds-Liverpool Canal Conservation Area and there are listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, a primary school and a key employment site and within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 2 significant negatives against the SA objectives.</p>	
<p>Site DF4 - Dockfield Road North</p> <p>The sites comprise vacant land to the north of Dockfield Road having previously been developed for industrial use and is currently vacant and is proposed for a residential lead mixed use development. The site is adjacent to but outside of the Leeds Liverpool Canal Conservation and there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is not located within 100 metres of any statutory or local nature conservations designations although is located within 500 metres of an internationally/nationally designated site. The site is partly located within Flood Zones 2 and 3. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery, a key employment site and a primary school and within 2,000 metres of a secondary school.</p> <p>The site scores 2 significant positives and 4 significant negatives against the SA objectives.</p>	


<p>Site DF5 - DF5 Dockfield Road South</p> <p>The sites comprise vacant land to the south of Dockfield Road having previously been developed for industrial use and is currently vacant and is proposed for a residential lead mixed use development. The site is adjacent to but outside of the Leeds Liverpool Canal Conservation and there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is not located within 100 metres of any statutory or local nature conservations designations although is located within 500 metres of an internationally/nationally designated site. The site is partly located within Flood Zones 2 and 3. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery, a key employment site and a primary school and within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 4 significant negatives against the SA objectives.</p>	
<p>Site SE1 - Shipley East</p> <p>Site extends to 8.10 hectares and is proposed for a residential lead mixed use development to include up to 150 dwellings, commercial and retail floorspace. The site consists of a mix of greenfield and brownfield land east of Shipley station with existing car repair businesses present on it. The site is adjacent to but outside of a Conservation Area and there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is not located within 100 metres of any statutory or local nature conservations designations although is located within 500 metres of an internationally/nationally designated site. Parts of the site are located in Flood Zones 2 and 3. The site is within 400 metres of bus, cycle and train services and is located within 800 metres of public open space, a GP surgery, a key employment site and a primary school and within 2,000 metres of a secondary school.</p> <p>The site scores 3 significant positives and 5 significant negatives against the SA objectives.</p>	
<p>Site NBW1 - New Bolton Woods</p> <p>Site extends to 49.32 hectares and is proposed to deliver residential lead regeneration delivering 1,100 dwellings, a new local centre, retail, commercial and employment floorspace along with new public open space and sports and recreation facilities. The site is currently in use for a range of uses including employment uses, playing fields and open space and existing residential areas. The site is not located in a Conservation Area but it is located close to the Leeds-Liverpool Canal Conservation Area and in close proximity to a Grade II Historic Park and Garden. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is located within 100 metres of a locally designated site, but is more than 100 metres away from any statutory designated sites and more than 500 metres from any internationally/nationally designated sites. Parts of the site are located in Flood Zones 2 and 3. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery, a key employment site and a primary school and within 2,000 metres of a secondary school, town centre and a supermarket.</p> <p>The site scores 5 significant positives and 4 significant negatives against the SA objectives.</p>	




Shingley and Canal Road Corridor Action Area Plan – Town Centre Redevelopment Sites

Site Summary	Site allocated in AAP
Site STC1 - Shingley Indoor Market Hall	✓
Site STC2 - Market Square	
Site STC4 - Shingley Gateway Site	

<p>Site STC1 - Shingley Indoor Market Hall</p> <p>Site extends to 0.25 hectares and is proposed for a town centre mixed use redevelopment. It is currently occupied by the indoor market hall building and the town’s distinctive clock tower. The site is not in a Conservation Area and there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery and a primary school and within 2,000 metres of a key employment site and a secondary school.</p> <p>The site scores 2 significant positives and 2 significant negatives against the SA objectives.</p>	
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<p>Site STC2 - Market Square</p> <p>Site extends to 1.25 hectares and is proposed for a town centre mixed use redevelopment to include new retail and commercial floorspace and residential development. It is currently a mix of town centre uses along with a market square and public car park. The site is not in a Conservation Area and there are listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery and a primary school and within 2,000 metres of a key employment site and a secondary school.</p> <p>The site scores 2 significant positives and 2 significant negatives against the SA objectives.</p>	
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<p>Site STC4 - Shipley Gateway Site</p> <p>Site extends to 0.48 hectares and is proposed for a town centre mixed use redevelopment to include new retail and commercial floorspace and residential development. The site consists of a mix of uses, including retail and leisure and car parking. The site is not in a Conservation Area and there are no listed buildings in the vicinity of the site. The site is located in the Saltaire World Heritage Buffer Zone but is some distance from the site. The site is more than 100 metres away from any statutory or locally designated nature conservation sites and more than 500 metres away from any internationally/nationally designated sites. The site is located in Flood Zone 1. The site is within 400 metres of bus and train services and is located within 800 metres of public open space, a GP surgery and a primary school and within 2,000 metres of a key employment site and a secondary school.</p> <p>The site scores 2 significant positives and 1 significant negative against the SA objectives.</p>	
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Appendix F

Site Assessment Matrix



Project Name		Project ID		Project Status		Project Type		Project Location		Project Start/End		Project Budget		Project Risk		Project Complexity		Project Interdisciplinary		Project Innovation		Project Sustainability		Project Impact		Project Evaluation	
Code	Name	ID	Code	Phase	Progress	Region	Country	Start	End	Value	Unit	Level	Score	Level	Score	Level	Score	Level	Score	Level	Score	Level	Score	Level	Score	Level	Score
001	Project Alpha	PA-001	001	Phase 1	100%	Region A	Country A	2020-01-01	2020-12-31	1000000	USD	High	95	High	90	High	95	High	90	High	95	High	90	High	95	High	90
002	Project Beta	PB-002	002	Phase 2	80%	Region B	Country B	2021-01-01	2021-12-31	800000	USD	Medium	85	Medium	80	Medium	85	Medium	80	Medium	85	Medium	80	Medium	85	Medium	80
003	Project Gamma	PG-003	003	Phase 3	60%	Region C	Country C	2022-01-01	2022-12-31	600000	USD	Low	75	Low	70	Low	75	Low	70	Low	75	Low	70	Low	75	Low	70
004	Project Delta	PD-004	004	Phase 4	40%	Region D	Country D	2023-01-01	2023-12-31	400000	USD	Very Low	65	Very Low	60	Very Low	65	Very Low	60	Very Low	65	Very Low	60	Very Low	65	Very Low	60
005	Project Epsilon	PE-005	005	Phase 5	20%	Region E	Country E	2024-01-01	2024-12-31	200000	USD	Very High	55	Very High	50	Very High	55	Very High	50	Very High	55	Very High	50	Very High	55	Very High	50
006	Project Zeta	PZ-006	006	Phase 6	10%	Region F	Country F	2025-01-01	2025-12-31	100000	USD	Very Very High	45	Very Very High	40	Very Very High	45	Very Very High	40	Very Very High	45	Very Very High	40	Very Very High	45	Very Very High	40



Appendix G

Glossary of Terms

Accessibility: This is a general term used to describe the degree to which a product, device, service, or environment is available to as many people as possible. It can be viewed as the “ability to access” and benefit from some system or entity. It is often used to focus on people with disabilities or special needs and their right of access to facilities and services within the environment.

Affordable Housing: This type of housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Affordable Housing Economic Viability Assessment (AHEVA): This study provides assessment of the viability of the proportion of affordable housing, site thresholds and tenure splits in different locations and on a range of sites across the District. It provides robust evidence when determining appropriate and justifiable affordable housing targets within the Local Plan. This study forms part of the Local Plan evidence base.

Allocation: The use of land assigned to a parcel of land within the Development Plan.

Appropriate Assessment: A formal assessment by the Council of the impacts of the Local Plan on the integrity of a Natura 2000 Site (a Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs or Ramsar sites).

Air Quality Management Areas (AQMA): Areas where levels of pollution and air quality may not meet national air quality objectives. If it does not, a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

Area Action Plan (AAP): Area Action Plans are used to provide a planning framework for areas where significant change or conservation is proposed, in line with policies in the Core Strategy. The following Area Action Plans will form part of Bradford District’s Local Plan:

- Bradford City Centre Area Action Plan; and
- Shipley and Canal Road Corridor Area Action Plan.

Baseline Analysis Report: This report comprises a concise and comprehensive analysis of a wide range of topics (e.g. housing, biodiversity and transport) relevant to the Corridor’s social, economic and environmental characteristics at the present time. This study forms part of the Local Plan evidence base.

Biodiversity: This refers to the variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

Agricultural Land Classification (ALC) – The ALC is method used for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. The ALC system classifies land into five grades, with Grade 3 subdivided into sub-grades 3a and 3b. The ‘best and most versatile land’ is defined as Grades 1, 2 and 3a.

Community Strategy - This is a District wide strategy that is prepared by Bradford Council and the Bradford Vision Partners (this is comprised of public, private, voluntary and community organisations). The strategy contains a vision and action plan for achieving the social, economic and environmental aspirations, needs and priorities of the local community. The document is reviewed and updated annually to monitor progress, identify any problems and take account of changes in circumstances.

Core Strategy – This is a Development Plan Document that provides the strategic planning framework for the District. It sets out the long-term spatial vision for the District, and the strategic objectives and policies to deliver that vision. The strategy contains core policies, a monitoring and an implementation framework. All other Development Plan Documents that form the Local Development Framework must be in conformity with the Core Strategy.



Development Plan Document (DPD) – These are Local Development Documents that are part of the Local Development Framework. They form the statutory development plan for the district and are subject of an independent examination. They include the following: Core Strategy, Site Allocations, Area Action Plans, and a Proposals Map.

Employment Zone: Parts of the built up area where existing employment uses predominate and which are protected for employment uses in the Development Plan.

Employment Land Review: An assessment of the total future need for, and the available supply of, land for employment use in the District.

Evidence Base: A collection of technical studies on various topics e.g. housing, transport, and environment which are produced either by the Council or on their behalf. These studies inform the preparation of the Local Plan and provide robust, transparent and justified evidence required within plan-making.

Flood Risk Zone: An area of land at risk from flooding.

Green Belt: An area of open land defined in the Plan in accordance with Government guidance where strict controls on development are applied in order to check the unrestricted sprawl of large built up areas, safeguard the countryside from encroachment, prevent neighbouring towns from merging into one another, preserve the special character of historic towns, and assist in urban regeneration.

Greenfield Land or Site: Land (or a defined site), that has not previously been developed.

Green Infrastructure: Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Habitats Regulations Assessment: Refer to Appropriate Assessment.

High Frequency Bus Route: The accessibility to bus services which run along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination: All DPD's are subject to independent examination by an independent inspector supplied by the Planning Inspectorate (PINS). This usually takes the form of formal hearing, presided over by an inspector or panel of inspectors appointed to consider the 'soundness' of the plan i.e. the robustness of the policies and proposals contained in the DPD. Persons who properly made representations on a DPD when it was submitted will have their views considered by the inspector when they examine it for its soundness.

Infrastructure: The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

Issues and Options: This refers to the first stage in the preparation of a Development Plan Document (DPD), whereby the Council will ask the public what the key issues and options are for an area and the plan being produced.

Leeds City Region (LCR): Refers to the area which covers West Yorkshire and parts of neighbouring North and South Yorkshire that is ten local authority Districts, including Bradford. The areas economic development is supported by the Leeds City Region Partnership, a sub-regional economic development partnership.

Local Infrastructure Plan (LIP): This study sets out the current position of infrastructure provision in the District, along with an identification of the key agencies/partners, their investment programmes and



infrastructure commitments, along with any key issues for the Core Strategy. This study forms part of the Local Plan evidence base.

Local Development Framework (LDF): Term previously used to describe a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a Core Strategy, Allocations, Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

Local Plan – This is the portfolio of Local Development Documents, the Annual Monitoring Report and Local Development Scheme that together provide the framework for delivering the spatial planning strategy for the District.

Local Development Scheme (LDS) – This is a three-year rolling work programme setting out the Council's timetable for preparing each Local Development Document. The Scheme is revised annually in light of outcomes from the Annual Monitoring Report and is submitted to the First Secretary of State.

National Planning Policy Framework (NPPF) – Sets out the overarching National Planning Policies set out by the Government and sets out a number of requirements for Local Planning Authorities in respect of preparing Local Plans.

Open Space: All open spaces of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Publication Draft: This term refers to a stage in the production of a Development Plan Document (DPD). This stage sets out the Council's 'preferred' option/approach for a DPD which has been prepared alongside public consultation and technical evidence.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure, including curtilage of the developed land and any associated fixed surface infrastructure.

Replacement Unitary Development Plan (RUDP) – This is the existing development plan for the district, which was adopted in October 2005.

Shipleigh and Canal Road Corridor Area Action Plan (AAP): This document will provide the planning framework for Shipleigh and Canal Road Corridor, in line with policies contained within the Core Strategy DPD.

Site of Ecological or Geological Importance (SEGI): Areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

Site of Special Scientific Importance (SSSI): Areas identified by English Nature as being of interest by reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

Special Protection Area (SPA): Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.

Strategic Environmental Assessment (SEA) - Environmental assessment is a tool for integrating environmental considerations into decision-making by ensuring that significant environmental effects of the decision are taken into account. SEA is generally used to refer to a particular type of assessment that fulfils the requirements of European Directive (EU Directive 2001/42/EC).

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Plan Evidence Base which the Government requires the Council to produce. The primary role of this assessment is to provide an indication of the scale, nature and distribution of potential housing land across the district. This involves identifying sites with potential for housing; assessing their capacity to accommodate houses; and determining having collected information about land ownership, development constraints and economic viability, whether and when the land could be developed.

Sustainable Modes of Transport: Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.



Sustainability Appraisal (SA) - SA can be defined as the process of evaluating the environmental, social and economic effects of a policy, plan or programme, presenting the results in a written report and using the findings in publicly accountable decision-making. The final Guidance on SA produced by the ODPM at the end of last year broadly incorporates the requirements of the SEA Directive into a wider SA process.

Strategic Development Framework: This study presents baseline evidence reports, vision, capacity and strategic options for future development in the AAP area.

The Regulations: The Town and Country Planning (Local Planning) (England) Regulations 2012.

West Yorkshire Local Transport Plan (WYLTP): A statutory requirement of local transport authorities which aims to deliver more sustainable transport.

World Heritage Site: A UNESCO designation which can be a site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection. Saltaire is a World Heritage Site within the Bradford District.

