

## **Local Plan for Bradford**

### **Shipley and Canal Road Corridor Area Action Plan**

#### **Sustainability Appraisal- Draft Scoping Report**

**September 2012**



# Shipley and Canal Road Corridor Area Action Plan: Sustainability Appraisal- Scoping Report

## Table of Contents

<b>1</b>	<b>Introduction and Background</b>	<b>03</b>
1.1	Concept of Sustainable Development	03
1.2	Sustainability Appraisal Process	04
1.3	The Purpose of the SA Scoping Report	05
1.4	Structure of the Report	05
<b>2</b>	<b>Stages of Sustainability Appraisal</b>	<b>06</b>
2.1	Stage A1: Identify Other Relevant Policies, Plans, Programmes and Sustainability Objectives	07
2.2	Stage A2: Collecting Baseline Information	11
2.3	Stage A3: Identifying Sustainability Issues and Problems	12
2.4	Stage A4: Developing the SA Framework	21
2.5	Stage A5: Consulting on the scope of the SA	33
<b>3</b>	<b>Next Stage of Sustainability Appraisal</b>	<b>34</b>
3.1	Assessing the Effects of the Plan	34
3.2	Timescale and Getting Involved	34

## Appendices

- Appendix 1 – Summary of the SEA Directive’s Requirements
- Appendix 2 – Context Review of Other PPPS
- Appendix 3 – Baseline Information
- Appendix 4 – Consultation Response Form

## Glossary of Terms

---

## Section 1: Introduction and Background

---

This document is the scoping report for the Sustainability Appraisal (SA) of the Shipley Canal Road Corridor Area Action Plan (SCRC AAP).

Sustainability Appraisals (SA) for the AAP, and other Development Plan Documents (DPDs) within the Local Plan, are a requirement of the Planning and Compulsory Purchase Act 2004. The role of the SA is to promote sustainable development by ensuring that sustainability considerations are properly taken into account in the preparation of plans. This involves giving consideration to the significant social, environmental and economic effects of the proposed plan.

Scoping is the first task in this process. It sets out the sources of the requirements to carry out the SA and other associated environmental assessments, decides on the level of detail to be included in the SA and explains how the SA will be carried out. It also includes a review of other relevant policies, plans, programmes and sustainability objectives. This helps to clarify the role of the AAP, and the policy context within which it will work. This stage of the SA has also included the collation of baseline information which provides the evidence for identifying key sustainability issues within the plan area and the basis for predicting and monitoring the effects of the AAP.

This information will help devise a draft SA Framework which can, following consultation, be used to appraise the sustainability of the policies and proposals contained within the AAP.

The scoping report will be updated in the pre-production phase of the AAP document. Any changes made will be highlighted and advertised on the website and sent to relevant consultees.

### 1.1 Concept of Sustainable Development

Sustainable Development is a term that is commonly used to describe the notion of ensuring a better quality of life for everyone, now and for future generation.

The UK strategy for Sustainable Development- 'Securing the Future'<sup>1</sup>, was published in March 2005, building on and reviewing the 1999 strategy 'a Better Quality of Life'. Within this strategy, the five guiding principles of UK sustainability development are set out. All five of these need to be respected if a policy is going to be sustainable:

- Living within environmental needs- ensure that natural resources needed for life are left unimpaired for future generations

---

<sup>1</sup> *Securing the Future - UK Sustainable Development Strategy*, March 2005  
[http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/documents/SecFut\\_complete.pdf](http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/documents/SecFut_complete.pdf)

- Ensuring a strong, healthy and just society- meeting the needs of all sections of the community, with equal opportunities and social cohesion.
- Achieving a sustainable economy- build an economy that provides prosperity for all and in which environmental costs are paid for by those who impose them.
- Promoting good governance- promote participation and engage with all levels of society
- Using sound science responsibly- take into account sound evidence and public attitudes/values in policy development

In developing any plans, policies and programmes, local authorities need to ensure that these principles are being addressed

## **1.2 Sustainability Appraisal Process**

Sustainability Appraisal (SA) is a process through which the sustainability of a plan under preparation is assessed. Sustainability Appraisal addresses social and economic issues but also takes into consideration environmental issues to satisfy a Strategic Environmental Assessment (SEA) as required by the EU Directive 2001/42/EC<sup>2</sup>.

The Sustainability Appraisal process provides a mechanism through which these considerations can be forwarded to influence the development of any plans with the aim of reconciling and balancing their environmental, social and economic effects.

As mentioned above, the SA process has also been tailored to incorporate the requirements of the Strategic Environmental Assessment (SEA) process. The European Strategic Environmental Assessment Directive requires the use of the SEA process to ensure that plans and policies with land use implications take environmental issues into account. Since environmental issues fall within the scope of a sustainability assessment, the SA process can be used to satisfy the requirements of an SEA, along with the wider social and economic considerations.

A summary of the SEA Directive requirements can be found in Appendix 1.

SA is an ongoing process undertaken throughout the preparation of a plan or strategy. The aim of the appraisal process is to minimise adverse impacts and resolve as far as possible conflicting or contradictory outcomes of the plan or strategy.

The final SA report should be able to demonstrate how the adopted AAP has addressed the sustainability agenda and how the choices were made between alternative policies and proposals.

---

<sup>2</sup> SEA required under EU Directive 2001/42 and is incorporated into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004.

### 1.3 The Purpose of the SA Scoping Report

The purpose of the Scoping Report is to:

1. Review and identify environmental, social and economic objectives contained in other plans and programmes relevant to the Shipley-Canal Road Corridor.
2. Assess the broad environmental, social and economic characteristics of the Shipley-Canal Road Corridor area.
3. In light of these reviews, consider key issues and problems that the Area Action Plan should address in the pursuit of sustainable development.
4. Set out an appropriate framework for carrying out the remainder of the sustainability appraisal process, including objectives against which draft AAP policies and proposals may be assessed and indicators against which progress towards meeting those objectives can be monitored in future.

### 1.4 Structure of the Report

The SA scoping report is structured as follows-

<b>Section 1</b>	<b>Introduction and Background</b>
<b>Section 2</b>	<b>Stages of The SA</b>
	Review of Relevant Policies, Plans, Programmes and Sustainability Objectives
	Collecting Baseline Information
	Identifying Sustainability Issues and Problems
	Developing the SA Framework
	Consulting on the Scope of the SA
<b>Section 3</b>	<b>Next Stage of Sustainability Appraisal</b>
<b>Appendices and Glossary of Terms</b>	

This report has been prepared by the Local Plan Team, Department of Culture and Regeneration of the City of Bradford Metropolitan District Council which is also responsible for the production of the Shipley and Canal Road Corridor Area Action Plan (SCRC AAP).

We would like to know your views on any aspect of this Draft SA Scoping Report.

Please e-mail your comments to: [ldf.consultation@bradford.gov.uk](mailto:ldf.consultation@bradford.gov.uk).

Or in writing to:

**Bradford Local Plan  
Floor 2 South  
Jacob's Well  
BRADFORD  
BD1 1BR**

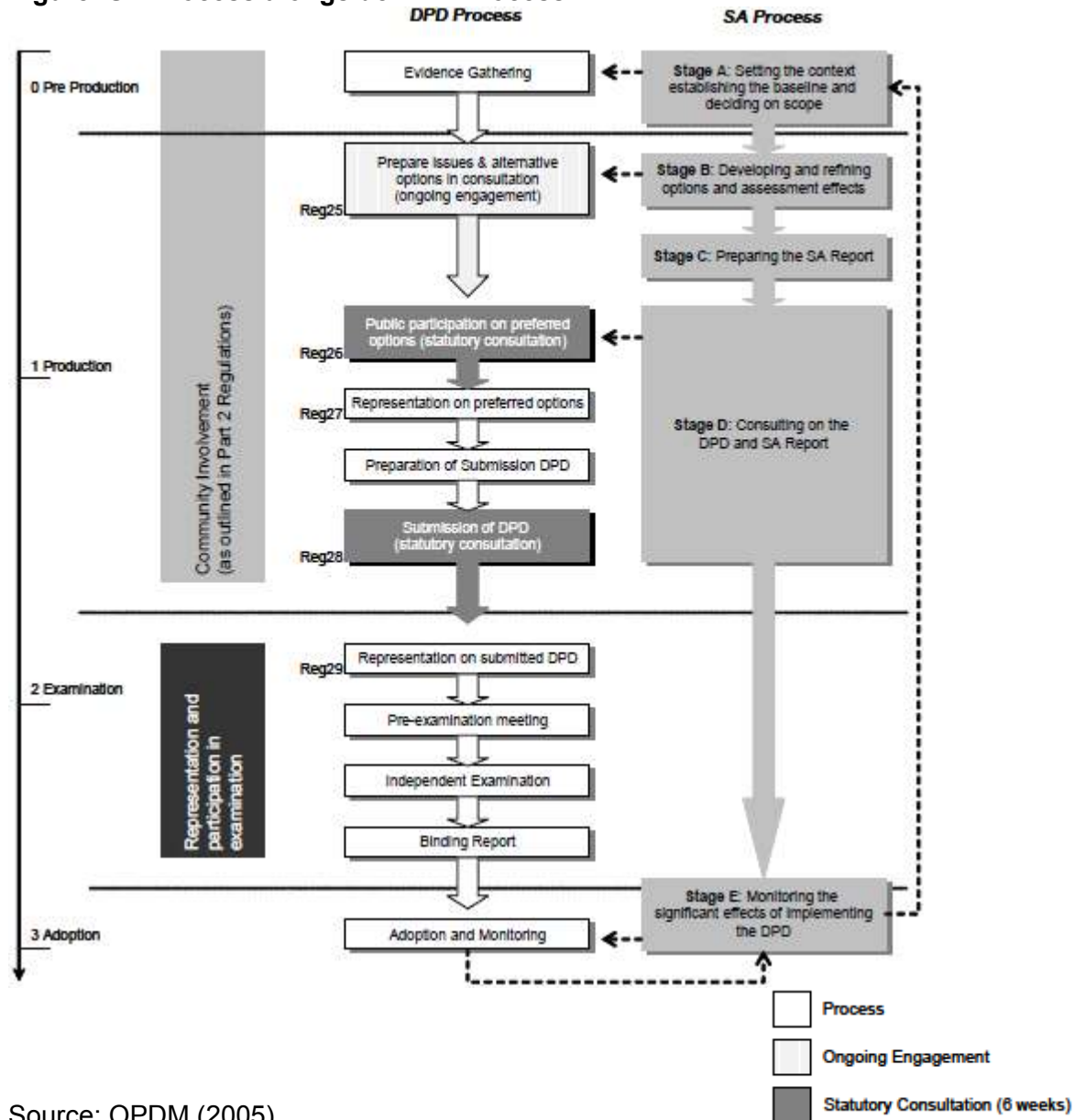
Responses should be received by **Wednesday 31 October 2012**

Please head the response 'SCRC AAP– Draft SA Scoping Report'.

## Section 2: Stages of the SA

SA guidance is set out in the *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents* (ODPM, November 2005). Five stages in the SA process are identified in the guidance document. The relationship between these five SA stages and the DPD process is shown below.

**Figure: SA Process alongside DPD Process**



Source: OPDM (2005)

For each of the five main SA stages, a number of sub-stages are identified in the guidance. The production of this scoping report covers stages A1 to A5 as outlined in the table below.

<b>Stage A</b>	Setting the context and objectives, establishing the baseline and deciding on the scope	A1	Identifying other relevant policies, plans and programmes, and sustainability objectives	← This scoping report
		A2	Collecting baseline information	
		A3	Identifying sustainability issues and problems	
		A4	Developing the SA framework	
		A5	Consulting on the scope of the SA	
<b>Stage B</b>	Developing and refining options and assessing effects	B1	Testing the DPD objectives against the SA framework	
		B2	Developing the DPD options	
		B3	Predicting the effects of the DPD	
		B4	Evaluating the effects of the DPD	
		B5	Considering ways of mitigating adverse effects and maximising beneficial effects	
		B6	Proposing measures to monitor the significant effects of implementing the DPDs	
<b>Stage C</b>	Preparing the SA report	C1	Preparing the SA report	
<b>Stage D</b>	Consultation on the DPD and SA report	D1	Public participation on the preferred options of the DPD and the SA report	
		D2(i)	Appraising significant changes	
		D2(ii)	Appraising significant changes resulting from representations	
		D3	Making decisions and providing information	
<b>Stage E</b>	Monitoring the significant effects of implementing the DPD.	E1	Finalising aims and methods for monitoring	
		E2	Responding to adverse effects	

## 2.1 Stage A1: Identifying other relevant policies, plans, programmes and sustainability objectives

The first stage of SA involves reviewing relevant international, national, regional and local policy guidance, plans and strategies to identify their key requirements, and assess their relationship to the SCRC AAP.

Appendix 2 contains details of the relevant policies, plans and programmes, and sustainability objectives (PPPS) reviewed. It establishes the environmental, social and economic situation and allows opportunities and synergies between the plans and the SCRC AAP to be identified, as well as any potential conflicts. It contains issues and objectives, targets, the implications for the SCRC AAP and the SA.

The broad sustainability issues and key messages identified from PPPS review are summarised in the following table:

**Table A: Key Messages from PPS Review**

	Key Message		Sources
<b>Social</b>	Population and Deprivation	<ul style="list-style-type: none"> <li>Relatively young population in Bradford, with highest growth projected among the youngest age groups.</li> <li>Deprivation in inner urban areas of the City of Bradford; mostly in areas surrounding the SCRC.</li> </ul>	ONS Population Projection; The Big Plan; IMD 2010 etc.
	Health, Housing and Quality of Life	<ul style="list-style-type: none"> <li>There is a need to live within environmental limits, ensure a strong healthy and just society, achieve a sustainable economy, promote good governance and use sound science responsibly.</li> </ul>	NPPF (paragraph 21); PPS1 Supplement: Planning for Ecotowns; One Future – Different Paths: UK’s Shared Framework for Sustainable Development; Sustainable Communities: People, Places and Prosperity etc
		<ul style="list-style-type: none"> <li>Health and regeneration necessary, along with addressing inequality, improving the health of black and minority ethnic people</li> </ul>	NPPF (paragraph 69-70); Bradford and Airedale Joint Strategic Needs Assessment etc.
		<ul style="list-style-type: none"> <li>It is essential to provide for the needs of all the community, including needs relating to age, sex, ethnic background, religion, disability and income.</li> </ul>	The Big Plan etc.
		<ul style="list-style-type: none"> <li>Plan to meet the housing requirements of the whole community, and provide greater choice and a better mix in the size, type and location of housing.</li> </ul>	NPPF (paragraph 47, 50, 52 ); PPS1 Supplement: Planning for Ecotowns; Laying the Foundations: A Housing Strategy for England; Lifetime Homes, Lifetime Neighbourhoods: National Strategy for Housing within an Aging Society ; Homes for the Future: More Affordable, More Sustainable - Housing Green Paper; Bradford District Joint Housing Strategy etc.
		<ul style="list-style-type: none"> <li>Affordability of housing is a key issue in SCRC.</li> </ul>	NPPF (paragraph 47); Bradford District Joint Housing Strategy etc.



<b>Environmental</b>	Climate Change, Waste, Pollution and Energy Efficiency	<ul style="list-style-type: none"> <li>Plan with an aim to secure that SCRC is resilient to the impacts of climate change and through its own efforts to reduce the impact on climate change the SCRC enhances the District's wellbeing.</li> </ul>	NPPF (paragraph 93-94,99); The UK Low Carbon Transition Plan: National Strategy for Climate and Energy; Bradford District Climate Change Strategy (Draft) etc.
		<ul style="list-style-type: none"> <li>Policies should direct new development so it is not exposed unnecessarily to flooding and so it does not increase flood risk. Functional floodplains should be protected.</li> </ul>	NPPF (paragraph 94, 99-100); PPS25 Development and Flood Risk-Practice Guide; Bradford Strategic Flood Risk Assessment (Level-1) etc.
		<ul style="list-style-type: none"> <li>There is a need to reduce pollution from industry and enhance land, air and water quality.</li> </ul>	NPPF (paragraph 120-121, 124);
		<ul style="list-style-type: none"> <li>Urgently need to divert waste from landfill – reduce waste generated, re-use, recycle and recover energy from waste (in that order)</li> </ul>	PPS 10 Planning for Sustainable Waste Management; Waste DPD (publication draft); Bradford District Municipal Waste Management Strategy etc.
		<ul style="list-style-type: none"> <li>New development must be energy efficient, minimise trips generated by vehicles and avoid adding to congestion.</li> </ul>	NPPF (paragraph 30, 41); Delivering a Sustainable Transport System; WY Local Transport Plan; Bradford District Transport Strategy etc.
	Use of Resources	<ul style="list-style-type: none"> <li>Include design policies that ensure a better living environment with enriched urban spaces, places for people, safe, active and healthy communities and adaptability.</li> </ul>	NPPF (paragraph 60-62); Sustainable Communities: People, Places and Prosperity; World Class Places: The Government's Strategy for Improving Quality of Places etc.
		<ul style="list-style-type: none"> <li>Include policies that aim to ensure the environmental impact of buildings is minimised.</li> </ul>	NPPF (paragraph 56-58); Building a Greener Future; Code for Sustainable Homes, etc.

		<ul style="list-style-type: none"> <li>Develop policies that encourage increased use of renewable energy resources and more efficient use of resources including energy and water.</li> </ul>	NPPF (paragraph 95, 97); The UK Low Carbon Transition Plan: National Strategy for Climate and Energy; UK Renewable Energy Strategy; Regional Energy Infrastructure Strategy etc.
	Biodiversity, Landscape and Heritage Asset.	<ul style="list-style-type: none"> <li>Consider how plan can maintain and enhance natural habitats and biodiversity and protect wildlife and geological conservation interests, including incorporating features into development.</li> </ul>	NPPF (paragraph 109-114, 117-118); Natural Environment White Paper 2011; Biodiversity 2020: A strategy for England's Wildlife and Ecosystems Services; Bradford Local BAP (Draft) etc.
		<ul style="list-style-type: none"> <li>Open spaces need to be provided / protected in order to promote health / well-being, support urban renewal, encourage social cohesion and also benefit biodiversity.</li> </ul>	NPPF (paragraph 73, 74); PPS1 Supplement: Planning for Ecotowns; Bradford Open Space, Sports and Recreation Study etc.
		<ul style="list-style-type: none"> <li>There is a need to protect and enhance the historic environment.</li> </ul>	NPPF (paragraph 126, 129-130, 136-138); UK Governments Statement on the Historic Environment for England 2010; Saltaire WHS Environmental Capacity Study etc.
<b>Economic</b>	Transport and Accessibility	<ul style="list-style-type: none"> <li>Increase accessibility by sustainable modes and reduce congestion and the need to travel.</li> </ul>	NPPF (paragraph 29-32, 34-38); Delivering a Sustainable Transport System; WY Local Transport Plan; Bradford District Transport Strategy etc.
		<ul style="list-style-type: none"> <li>There is a need to address accessibility to jobs, health, housing, education, shops, leisure and community facilities (both in terms of location and physical access) for all members of the community.</li> </ul>	NPPF (paragraph 50); World Class Places: The Government's Strategy for Improving Quality of Places; The Big Plan; Bradford District Economic Assessment etc.

	Employment and Skill Development	<ul style="list-style-type: none"> <li>• Employment, incomes and skill levels needs to be increased in communities suffering high level of deprivation.</li> </ul>	The Big Plan; Bradford District Economic Strategy etc.
		<ul style="list-style-type: none"> <li>• Produce policy that is flexible with early community/stakeholder involvement and promotes development of high growth and high productivity sectors and assists education and skills training required to meet business needs.</li> </ul>	NPPF (paragraph 155); The Big Plan; Bradford District Economic Strategy etc.

**Consultation Questions:**

1. Are the policies / plans / programmes / strategies / initiatives that have been reviewed appropriate?
2. Do you agree with the conclusions that have been drawn from the review?

**2.2 Stage A2: Collecting baseline information**

The collection of baseline information is a key component of the SA process. The aim in collecting baseline information is to assemble data on the current state of the Shipley-Canal Road Corridor and to identify trends where possible in order to enable the SCRC AAP's effects to be adequately predicted.

The baseline information that has been collected on Shipley-Canal Road Corridor's current position in environmental, social and economic terms is displayed in Appendix 3. Initial desktop study and research have gathered baseline information for SCRC on the following topics-

- Socio-economic and Demographic Information
- Housing
- Social and Community Facilities
- Landscape and Historic Environment
- Urban Design
- Commercial Appraisal
- Transport and Accessibility
- Environment
- Minerals and Waste

This data will be updated as new information becomes available. Data is not always available, especially at site specific level. Where methods for collecting this data in future are being reviewed, this is noted.

### **Consultation Questions:**

3. Do you agree that the baseline data collected (Appendix 3) is appropriate to the SCRC AAP?
4. Do you have, or know of, any additional relevant baseline data which should be added to that already listed?
5. Do you agree with the conclusions reached from the analysis of the data?
6. Are you aware of any inaccuracies in the data presented?

### **2.3 Stage A3: Identifying sustainability issues and problems**

The identification of key sustainability issues facing the SCRC area provides an opportunity to define key challenges for the AAP and to develop sustainable plan objectives and options for resolving these. The identification of sustainability issues can also provide useful information to inform the SA / SEA process.

In light of the SA requirement, economic and social as well as environmental issues have been identified. It is important that any issues identified should, where possible, be supported by evidence in the form of baseline information and linked to the identification of historical or likely future trends.

The table below lists the economic, social and environmental issues facing SCRC, together with sources of supporting evidence. It is recognised that many issues cut across these three main topic headings, but for simplicity, each has been included within the most relevant aspect. These issues have been identified through the context review (Section 2.1) and baseline data collection (Section 2.2). They have been further informed by discussions with planning officers and will be refined through consultation with the Consultation Bodies and other key stakeholders.

**Table B: Shipley and Canal Road Corridor Sustainability Issues**

<b>ENVIRONMENTAL</b>		
<b>Issues</b>	<b>Description</b>	<b>How can the AAP address this?</b>
<p>Reduction of traffic dominance and congestion problem.</p>	<p>SCRC is a traffic dominated route with significant congestion and delay problem. 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.</p> <p>The pedestrian and cycle environment/facilities along the route is also unattractive</p>	<p>The AAP will outline plans and programmes that would facilitate delivery of improved highway infrastructure to accommodate increased traffic generations as well as providing safe and efficient cycling and walking facilities. The AAP will also encourage sustainable travel such that the congestion will not be increased.</p>
<p>Air pollution and noise environment.</p>	<p>Traffic-sourced air pollution/pollutants are a particular problem along the SCRC.</p> <p>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> <p>There is also a need to improve noise environments especially around the future landuse interfaces.</p>	<p>The AAP will require any significant development within the corridor to carry out air quality assessment, and to ensure that measures are implemented to mitigate any potential deterioration in air quality.</p> <p>Additional roadside monitoring equipment will also enable accurate measurement of ongoing NO2 levels as well as assessment of the effectiveness of mitigation measures.</p> <p>The highways infrastructure improvements and measures to encourage use of sustainable modes of transport will mitigate the air quality impact of the proposed developments. These measures and any others which emerge will be examined in detail as part of the Local Air Quality Action Plan.</p> <p>The plan will also seek to steer residential</p>

		<p>development away from the major sources of pollution, as practically as possible, and thereby reducing the vulnerability of such developments to air and/or noise pollution.</p> <p>The need and frequency of travel by car will also be decreased by providing essential services close to where people live/work, as shorter trips are more attractive by travel modes other than car.</p> <p>Reduced/sustainable mode of travel will reduce the major source of any noise pollution along the corridor. Good building design, general layout, site orientation and landscaping will also contribute towards minimizing the potential adverse effects of any high level of noise on the neighbourhood.</p>
<p>Flood risk and water management</p>	<p>Flood modelling and mapping by the EA and CBMDC 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 would be expected to flood during a 1 in 25 annual probability event or less. This elevated flood risk will have implications on the siting of new development in accordance with national and local planning policy.</p> <p>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.</p>	<p>AAP would steer new developments away from the areas at risk of flooding through a number of measures, e.g. sequential test, requiring the finished floor level to be set above the 1 in 100 year flood level, retaining the functional floodplain for water to flow or be stored in times of flooding or for water compatible developments after the 'exception' test has been passed.</p> <p>Where development within the floodplain wouldn't be avoided due to a lack of available alternatives a strategy for flood mitigation should be developed. This should first consider strategic flood risk management (e.g. flood defences, upstream storage) and then local measures within the development plots, i.e. flood resilient design.</p>

	<p>Bradford Beck conveys large volumes of untreated sewage during heavy rain 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.</p>	<p>The AAP would help develop a SUDS strategy that will include source control measures within the plots (e.g. green roofs, permeable paving, rainwater harvesting), permeable conveyance (e.g. swales, filter drains) and passive treatment (e.g. ponds, basins, wetlands). These SUDS would reduce rate of surface water discharge and flood peak. It would also form part of a treatment train to ensure that runoff was treated to an appropriate standard prior to discharge.</p>
<p>Potential land contamination</p>	<p>There are a number industrial sites within the SCRC which contain potential 'land contamination' risk 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 investigation and/or remediation.</p>	<p>The AAP will encourage the use and clean up of previously developed land, including identification, remedial action and mitigation of contaminated land.</p> <p>Contextual advice will be available on remediation of any contaminated sites and on background issues connected with flood risk, health and safety, air quality, biodiversity value and water quality.</p>
<p>Reducing waste generation and reliance on energy generated from fossil fuels.</p>	<p>There is a need to reduce waste generation and increase recycling in order to minimise waste disposal and reduce the use of energy and natural resources, and to reduce emissions of the greenhouse gas, methane (landfill is a major source of this gas).</p> <p>Most energy demand is met by burning fossil fuels which are responsible for the majority of emissions of greenhouse gases in the UK. Reduced energy consumption is therefore a key requirement for tackling climate change. Energy production can affect the environment in many other ways, including through exploration for fuel, transportation, storage, conversion,</p>	<p>AAP Policies would promote, where possible, the sustainable use, reuse and disposal of resources. In new developments, consideration could be given to the need for any provision that encourages recycling.</p> <p>The AAP could help stipulate better waste management and recycling areas throughout the corridor, one of the benefits of which will help to offset numbers of waste vehicles entering the area therefore reducing vehicles on the roads.</p> <p>APP would also promote energy efficient dwellings, installation of renewable energy systems and</p>

	<p>distribution and the disposal of waste products.</p> <p>One way to decrease energy consumption from fossil fuels is by increasing 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 all these environmental sensitivity and low wind potentials, it is not likely that Canal Road Corridor will be able to have a largescale renewable energy generating scheme, such as a large wind farm. 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>	<p>developments that reduce the need to travel by car.</p>
<p>Protection and enhancement of the environmental quality</p>	<p><b>Biodiversity</b></p> <p>The SCRC has many important significant areas of open land and sites that are heavens for flora and fauna. There is a statutory SSSI (Trench Meadows) within 2 km of the study area. Four records of non-statutory sites, specifically 1 SEGI and 3 BWAs, 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.</p> <p><b>Open spaces, green network and public realm</b></p> <p>Within the SCRC there are also a number</p>	<p>The AAP should strike a balance between the sometimes conflicting aims of development to meet socio-economic needs and the need to maintain, protect and enhance the natural environment including areas of ecological/biodiversity value and other open lands within the SCRC.</p> <p>The plan will seek to maximise the protection and deliver improvements for existing habitats by providing opportunities to open up the corridor for linking key sites together for both amnesty and biodiversity value.</p> <p>The inclusion of SUDS, soft landscaping and good canal design will provide an attractive setting for regeneration which will also maximise the biodiversity, especially good quality habitats for protected and</p>



	<p>designated/undesigned open 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 do not have any adverse impact on the protected species and habitats along the route.</p> <p><b>Built heritage</b></p> <p>The northern end of the corridor falls within the Saltire World Heritage Site Buffer Zone where development should be carefully considered and monitored in order to protect and enhance the setting of the area.</p> <p><b>Climate change impacts</b></p> <p>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>	<p>endangered species.</p> <p>The AAP programme of development would look to minimise CO2 emissions through good design standards, maximising renewable energy and energy efficiency measures- in addition to encouraging transport modal shifts to more sustainable modes.</p>
--	---	---

<p>Varied topography and some steeper slopes (more than 1:8)</p>	<p>Some areas are affected by steep slopes and mining. The evidence base indicates that the western flank of Bolton Woods is affected by significant gradients. Sites including extensive steep gradients may not prove suitable for built development and alternative end-uses may need to be identified.</p>	<p>Developments on sites potentially affected by steep gradients will be regulated through the AAP proposals without adversely affecting the land adjacent to slopes;</p>
<p><b>SOCIAL</b></p>		
<p><b>Issues</b></p>	<p><b>Description</b></p>	<p><b>How can the AAP address this?</b></p>
<p>Reducing social exclusion and deprivation.</p>	<p>It is essential to provide for the needs of all the community, including needs relating to 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>	<p>Programme and activities that increase employment/employability training opportunities should be a priority for the AAP.</p> <p>One of the aims of the AAP is to improve the transport links (in all it's forms) between these communities, plus areas further a field, and the employment opportunities in the corridor. In addition, increased housing, community facilities and other complementary works that will go 'hand in hand' with these physical infrastructure improvements, will address the other barriers.</p> <p>The AAP Policies would try to decrease deprivation generally and particularly would focus on creating a local environment that helps to create strong communities (ie good quality environment and adequate local facilities) and urban design that limits crime.</p>

<p>Delivering improved accessibility.</p>	<p>Improving accessibility to jobs, health, housing, education, shops, leisure and community facilities (both in terms of location and physical access) for all members of the community living and working in the SCRC is very important.</p> <p>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 IoD rank and few within the worst 20%. Access between these areas and the SCRC is poor by public transport, walking and cycling. In particular, bus services are limited along this 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.</p> <p>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.</p>	<p>The AAP will improve the links between the adjacent communities, plus areas further afield, and the employment opportunities in the corridor e.g. by improved bus routes, footpaths and cycleways.</p> <p>The promotion of more sustainable modes of transport will have associated health benefits by the encouragement of more active lifestyles. It will also improve social interaction.</p> <p>There is also scope for the AAP to facilitate opening up areas to the canal route which are not at present accessible.</p>
<p>Provision for affordable and decent housing</p>	<p>Lack of affordable housing can affect business and contribute to lowering quality of life. It may also mean that many people cannot live near their place of work. This results in long journeys to work and may increase congestion and use of fossil fuels for transport.</p>	<p>It is important to ensure that thresholds are set at a level which means that most residential developments will have a proportion of affordable housing. However, it is also important to avoid too high a burden on developers which means that new developments are not profitable, as this could curtail the overall amount of housing.</p>

## ECONOMIC

Issues	Description	How can the AAP address this?
Safeguarding of existing firms.	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.	AAP will provide opportunities for existing firms in a variety of sectors to relocate and expand and will also offer opportunities for inward investment that are almost by definition, in activities that have better prospects for employment growth.
Addressing the areas in need of economic regeneration and stimulate growth.	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. 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.	<p>AAP will provide opportunities for local companies to build and rent new premises appropriate to modern day demands in a location that is accessible to the existing workforce and well located to wider strategic road network.</p> <p>The AAP will initiate a comprehensive programme of activity including investment in the corridors infrastructure, improving the environment and putting in place a presumption in favour of redeveloping existing employment sites for employment uses in the future which will help encourage the recycling for employment uses of the potential brownfield opportunities that would become available in the corridor during the plan period. The land is relatively flat, is accessible to a substantial labour catchment and is well located to strategic road network and M606/M62 motorway.</p>
Encouraging sustainable economic growth	There is a severe shortage of good quality employment land available on the market. The recent trends to redevelop the sites of old industrial premises for higher value a use, particularly housing (e.g. Midland Mills, Conditioning House etc) is likely to continue. Businesses will not be able to relocate/expand without suitable alternatives sites or premises.	

**Consultation questions:**

7. Do you agree that these are the key sustainability issues for the SCRC area?
8. Are you aware of any other sustainability issues, which in your opinion, should be added?

**2.4 Stage A4: Developing the SA framework**

SA is fundamentally based on an objectives-led approach whereby the potential impacts of a plan are gauged in relation to a series of aspirational objectives for sustainable development. Preparation of the SA Framework involves the development of sustainability objectives and associated criteria and indicators to assess the outcomes. SA objectives can include both externally imposed social, environmental and economic objectives laid down by legislation or policy and also others devised specifically in relation to the context of the plans being prepared.

It is also particularly useful to note potential conflict between objectives, as further consideration can then be given to the potential detrimental effects of pursuing a particular objective and also to any possible ways to mitigate against or overcome these problems.

The table below constitutes the SA framework-

Table C: SA Framework of the Shipley Canal Road Corridor AAP

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

Table C: SA Framework of the Shipley Canal Road Corridor AAP

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.	<p>population?</p> <p>Will it improve satisfaction with local services?</p> <p>Will it promote and deliver sustainable design and construction?</p> <p>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?</p> <p>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?</p> <p>Will it support or encourage social enterprise and the development of new environmental technologies?</p> <p>Will it promote Sustainable Drainage System?</p>		x	x	<p>Percentage of residents surveyed finding it easy to access key local services.</p> <p>Percentage of new build and retrofit homes meeting EcoHomes Very Good standards.</p> <p>Percentage of commercial buildings meeting BREEAM Very Good standard.</p> <p>Proportion of residential development within 30 minutes public transport time of key services.</p> <p>Amount of vacant land and properties and derelict land.</p> <p>Proportion of development undertaken on brownfield sites.</p> <p>No. of start-up businesses in the environmental sector.</p> <p>No/% of planning permission with SUDS.</p>	<p>Prosperity and Regeneration</p> <p>Safer Communities</p> <p>Improving the Environment</p> <p>Strong and Cohesive Communities</p>
Population Human	4. To meet local housing needs by providing everyone with the opportunity to live in a decent	<p>Will it meet the anticipated demand for housing growth?</p>		x		<p>Number of housing completions.</p> <p>Number of affordable homes</p>	<p>Prosperity and Regeneration</p>

Table C: SA Framework of the Shipley Canal Road Corridor AAP

SEA topic	Draft SA Objectives	Key criteria	Env	Soc	Econ	Draft Indicators	SCS priority
health	affordable home.	<p>Will it ensure all groups have access to decent, appropriate and affordable housing?</p> <p>Will it reduce the amount of vacant housing?</p>				<p>developed in comparison with the total number of homes developed.</p> <p>Houses built to above minimum standards of sustainable design.</p>	Strong and Cohesive Communities
Cultural heritage Landscape	5. To Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>Will the historical assets be retained?</p> <p>Will the history of the area be showcased?</p> <p>Will the cultural environment be protected?</p> <p>Will it protect important vistas, views and key reference points?</p> <p>Will any archaeological sites/remains be protected?</p> <p>Will there be any impact on the neighbouring conservation area and/or the WHS?</p>	x			<p>Proportion of vacant housing.</p> <p>Number of Grade I and Grade II* buildings at risk.</p> <p>Proportion of scheduled monuments at risk from damage, decay or loss.</p> <p>Conservation Area Assessment.</p> <p>WHS management report.</p>	Prosperity and Regeneration Improving the Environment
Biodiversity, flora and fauna	6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats	<p>Will it lead to habitat creation, matching BAP priorities?</p> <p>Will it maintain and enhance sites designated for their biodiversity interest?</p> <p>Will it link up areas of fragmented</p>	x			<p>Number, area and condition of designated sites in appropriate management.</p> <p>Extent (and condition) of designated Habitats.</p> <p>Engagement by local</p>	Improving the Environment



Table C: SA Framework of the Shipley Canal Road Corridor AAP

SEA topic	Draft SA Objectives	Key criteria	Env	Soc	Econ	Draft Indicators	SCS priority
Human health		<p>habitat?</p> <p>Will tree cover and woodland be retained and enhanced?</p> <p>Will it ensure sustainable management of natural habitats?</p>				communities and organisations, management/ monitoring reports.	
	7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	<p>Will it ensure easy accessibility to open spaces?</p> <p>Will it create a variety of functional open spaces to meet community and environmental needs?</p> <p>Will it improve physical activity and wellbeing?</p> <p>Will it improve opportunities for recreation and play?</p>	x	x		<p>Access to and the use of open space and leisure facilities, e.g. sports pitches.</p> <p>Engagement in cultural activity by all target groups.</p>	<p>Improving the Environment</p> <p>Health and Wellbeing for All</p> <p>Strong and Cohesive Communities</p>
Water Soil	8. To maintain and improve soil and water quality.	<p>Will it exacerbate water abstraction levels?</p> <p>Will it seek to reduce water consumption?</p> <p>Will it prevent the pollution and contamination of water resources?</p> <p>Will it maintain and enhance soil quality?</p> <p>Will it reduce land contamination?</p>	x			<p>Abstractions by purpose.</p> <p>Average domestic water consumption (l/head/day)</p> <p>Area of contaminated land (ha).</p> <p>% of projects (by number and value) involving remediation of any kind.</p> <p>Incidents of major and significant water/soil pollution.</p>	<p>Improving the Environment</p>

**Table C: SA Framework of the Shipley Canal Road Corridor AAP**

<b>SEA topic</b>	<b>Draft SA Objectives</b>	<b>Key criteria</b>	<b>Env</b>	<b>Soc</b>	<b>Econ</b>	<b>Draft Indicators</b>	<b>SCS priority</b>
Water Climatic factor	9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	<p>Will it reduce risk of flooding?</p> <p>Will it manage flooding from all sources effectively?</p> <p>Will it position property out of flood paths?</p> <p>Will it promote Sustainable Drainage System?</p>	x	x	x	<p>% of site within flood zone 2, 3a/b.</p> <p>% of site within area vulnerable to surface water flooding.</p> <p>% of site vulnerable to different sources of flooding.</p> <p>Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3).</p> <p>Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds.</p> <p>Number/% of new developments with sustainable drainage Installed.</p>	Improving the Environment Safer Communities
Human health Material assets	10. To reduce waste generation and disposal, and achieve the sustainable management of waste.	<p>Will it provide an increased variety and capacity of recycling facilities?</p> <p>Will it reduce the proportion of waste landfilled?</p> <p>Will it increase the proportion of waste recycled?</p> <p>Will it reduce waste from construction?</p>	x			<p>Type and capacity of waste management facilities.</p> <p>Net reduction in volume of biodegradable and recyclable waste in volume to landfill.</p> <p>Household waste (a) arisings and (b) recycled or composted.</p> <p>Reuse of recycled materials from former building stock.</p>	Improving the Environment

Table C: SA Framework of the Shipley Canal Road Corridor AAP

SEA topic	Draft SA Objectives	Key criteria	Env	Soc	Econ	Draft Indicators	SCS priority
Climatic factor	11. To ensure resilience to the effects of climate change through mitigation and effective adaptation.	<p>Will it seek to improve access for all to waste management facilities?</p> <p>Will it help limit the SCRC's carbon footprint?</p> <p>Will it reduce the risk of flooding?</p> <p>Will it help raise awareness of climate change mitigation?</p> <p>Will it facilitate landscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?</p> <p>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?</p> <p>Will it retain land within flood zone 2 in openspace use?</p> <p>Will it encourage the development of buildings prepared for the impacts of climate change?</p> <p>Will the plan consider the potential implications of climate change on health?</p>	x			<p>Air quality monitoring.</p> <p>Road traffic growth level.</p> <p>Emissions of greenhouse gases from energy consumption, transport and land use and waste management.</p> <p>Amount of new development (ha) situated within a 1:100 flood risk area (Flood Zone 3).</p> <p>Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds.</p> <p>Number of initiatives to increase awareness of energy efficiency.</p> <p>Number, area and condition of designated biodiversity/ecological sites in appropriate management.</p> <p>Amount of new greenspace created per capita.</p> <p>No. of planning permissions incorporating SUDS and green</p>	Improving the Environment

Table C: SA Framework of the Shipley Canal Road Corridor AAP

SEA topic	Draft SA Objectives			Key criteria			Env	Soc	Econ	Draft Indicators	SCS priority
			Will it consider the potential implications of climate change on local economy?							roofs. Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO2" category as stipulated by the Code for Sustainable Homes. 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? Will it lead to improved air quality?		x			x			No. of days when air pollution is moderate or high for NO2, SO2, O3, CO or PM10	Improving the Environment 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? Will noise issues be created around land use interfaces?		x			x			% of planning applications/projects involving noise assessment/ mitigation of any kind.	Improving the Environment Safer Communities Health and Wellbeing for All

Table C: SA Framework of the Shipley Canal Road Corridor AAP

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

Table C: SA Framework of the Shipley Canal Road Corridor AAP

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.	<p>Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?</p> <p>Will it improve the satisfaction of people with their neighbourhoods as a place to live?</p> <p>Will it make local people feel safer in their community?</p> <p>Will it act to avoid the creation of isolated places?</p>		x		<p>Index of access to work, healthcare and shopping centres (Indices of Deprivation).</p> <p>Percentage of adults surveyed who feel they can influence decisions affecting their own local area.</p> <p>% respondents very or fairly satisfied with their neighbourhood.</p> <p>Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously</p> <p>Level of domestic burglaries, violent offences and vehicle crimes.</p> <p>Crime Deprivation Index/ crime recorded by police per 1000 population.</p>	<p>Wellbeing for All</p> <p>Children and Young People</p> <p>Prosperity and Regeneration</p> <p>Safer Communities</p> <p>Strong and Cohesive Communities</p> <p>Children and Young People</p>
* SCS= Bradford District's Sustainable Community Strategy (the 'Big Plan')							

## **Compatibility Testing of Draft Sustainability Appraisal Objectives**

The draft SA objectives identified in Table C must be tested against each other for compatibility. This test will highlight any conflict and tensions that may occur between the objectives and help to ensure they are consistent and complementary as far as possible. The compatibility testing of the draft SA objectives are shown in Table D.

Although the results show that a number of the objectives are either broadly complementary or have a neutral relationship, some potential conflicts and uncertainty over compatibility between objectives have also been identified. It must be recognised that a basic text of this nature inevitably involves some assumptions being made. It is also likely that some conflicts will always exist as the objectives cover a broad range of environmental and sustainability topics. For example, providing housing may conflict with the protection of Shipley-Canal Road Corridor's biodiversity and geodiversity. It is the role of the AAP to weigh up potential conflicts and ensure a balanced approach is taken to ensuring sustainable development.

### **Consultation Questions:**

9. Do the SA objectives encompass all the key sustainability issues?
10. Should any other objectives, key criteria and indicators be added or be removed?
11. Do you agree with the compatibility tested between the SA objectives?

**Table D: Compatibility Testing of Sustainability Appraisal Objectives**

Draft SA Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
To reduce the need for travel and promote sustainable modes of travel by improving transport choice.																	
To improve the quality, range and accessibility of community services and facilities.	√																
To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout.	0	√															
To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home	√	0	√														
To Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	√	√	√	?													
To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats	√	?	√	X	√												
To protect, maintain and enhance the quality of open spaces and ensure effective access to open space.	√	0	√	?	√	√											
To maintain and improve soil and water quality.	0	0	?	0	√	√	√										
To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment	0	0	√	√	√	√	√	√									
To reduce waste generation and disposal, and achieve the sustainable management of waste.	0	0	0	0	√	√	√	0	0								
To ensure resilience to the effects of climate change through mitigation and effective adaptation.	√	√	√	√	0	√	√	√	√	√							
To reduce air pollution and ensure air quality continues to improve.	√	?	?	0	0	0	√	0	0	√	√						
To minimise noise pollution, especially around land use interfaces.	?	0	√	0	0	0	?	0	0	√	√	?					
To improve health, reduce health inequalities and promote healthy living.	√	√	0	√	0	√	√	√	√	√	√	√	√				
To strengthen and sustain resilient local economy.	√	√	0	√	√	0	0	0	0	√	X	0	0	√			
To ensure local people have access to satisfying opportunities for employment and occupation.	√	√	√	0	√	0	0	0	0	0	0	0	0	√			
To help create and sustain safe, vibrant and cohesive communities.	√	√	√	√	√	0	0	0	√	√	√	√	√	√	√	√	√

√- Shows that Sustainability Objectives are Complementary  
 X - Shows potential conflict between Sustainability Objectives  
 0 - Shows a neutral relationship between Sustainability Objectives  
 ? - Shows uncertainty over compatibility between Sustainability Objectives



## **2.5 Stage A5: Consulting on the scope of the SA**

The Sustainability Appraisal process is one which gradually builds up information and assessments, resulting in the preparation of a Final Report. The Final Report will set out the baseline position and the sustainability framework, assess the main issues and option and ultimately assess the preferred option. An iterative process will be used to provide the plan-making team with draft sustainability assessments to inform the development of the preferred option.

The completing task of this scoping stage involves consultation on the scope of the Sustainability Appraisal. The Council will consult on this draft Sustainability Appraisal Scoping Report during September-October this year. The purpose of this consultation is to ensure that the sustainability framework that is developed within this report is appropriate and that all of the significant sustainability issues for the plan area have been duly considered.

In addition to the required statutory consultees, this scoping report will also be made available to key stakeholders and organisations for their comments and suggestions.

Following consultation, responses will be considered and appropriate changes will be made to the Scoping Report and the Sustainability Framework before they are finalised.

To guide consultees through the Scoping Report, a series of questions have been included at the end of each section and on a separate response form in Appendix 4.

### **Consultation Questions:**

12. Do you have any comments to make on the proposed consultation arrangements?
13. Do you agree that the proposed Sustainability Appraisal process is of a sufficient level of detail and scope?
14. Do you have any other comments on the draft SA scoping report?

---

## **Section 3: Next Stage of Sustainability Appraisal**

---

### **3.1 Assessing the Effects of the Plan**

The current stage of developing the SA framework and presenting it in a report is termed the scoping stage of the process. This equates with and feeds into the evidence gathering stage of plan production. The next stage after the production and consultation on the scoping report is *Stage B: Developing and refining options* and *Stage C: Assessing effects of the preferred options* (See ODPM Guidance diagram on page 7). This entails providing information to the plan development team in order to help them develop and refine plan options. The SA team will assist the plan development team by providing sustainability information at two key times. These are:

#### **Issues and Options Stage**

The SA framework set out in this scoping report will, following consultation, be used to influence the development and early analysis of issues and options. The emerging issues, options and objectives of Shipley-Canal Road Corridor Area Action Plan will be tested against the SA framework to determine their performance in sustainability terms. This will be published as an Initial Sustainability Appraisal Report with the issues and options consultation documents. The later stage involves feeding information into the development and refining of plan options and assessing their effects. Refining of options will lead to the dropping of some options, selection of others and the possible identification of new options which will then need to go through the same process. The SA findings will then help to develop preferred options, including mitigation measures.

#### **Preferred Options Stage**

The SA framework will then be used to carry out a more detailed and formal appraisals of the preferred options, once these have been selected. This will take the form of a report comprising the SA of the preferred options for the Shipley-Canal Road Corridor Area Action Plan. There may be some re-visiting of the scoping tasks at this stage, including further refining of the baseline characteristics and key issues and problems, if the need arises.

### **3.2 Timescale and getting involved**

The SA Scoping Report has been published for a six weeks consultation period ending on Wednesday 31 October 2012. The report will be placed on the Councils web site and at the main planning offices across the district. It will also be sent to the statutory bodies and other targeted consultees. The Council invites all stakeholders views on the approach set out in this scoping report to be sent in writing to the address provided on page 5.

## **Appendices**

Appendix 1: Summary of the SEA Directive's requirements

Appendix 2: Context review of other relevant PPPS

Appendix 3: Baseline Information

Appendix 4: Consultation Response Form

Glossary of terms