

# City of Bradford Metropolitan District Council

## Sustainability Appraisal of the Bradford Core Strategy Publication Draft

### Sustainability Appraisal Report



AMEC Environment & Infrastructure UK Limited

February 2014

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## Document Revisions

No.	Details	Date
A	Draft Report	01/11/13
B	Final Report	07/02/14



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# Non Technical Summary

## Purpose of this Report

This document is the non-technical summary of the sustainability appraisal of the ‘City of Bradford Publication Draft Core Strategy’. It highlights the sustainability appraisal (SA) process and describes the key sustainability effects anticipated as a result of the different options and policies outlined in the Publication Draft Core Strategy. It summarises the findings of the Sustainability Appraisal Report, which will be published to accompany the Publication Draft Core Strategy for public consultation.

## City of Bradford Core Strategy

The City of Bradford Metropolitan District Council is currently in the process of preparing a Local Plan to guide future growth and development in the District (see ([www.bradford.gov.uk/planning](http://www.bradford.gov.uk/planning))). This will replace the existing Replacement Unitary Development Plan for Bradford (RUDP), adopted in October 2005. The Core Strategy is the first Development Plan Document (DPD) to be produced. It provides the long term spatial vision for the District and the strategic policies to deliver that vision. The Core Strategy will then inform the other DPDs to be produced as part of the Local Plan.

The development of the Core Strategy reflects a considerable body of work. An Issues and Options Paper was issued in January 2007 which sought to identify the broad issues faced by the district and the options and alternatives to address these. This has been followed by a Further Issues and Options report in February 2008 and a Further Engagement Draft in October 2011. Community involvement and engagement has taken place at each stage to ensure that the Council produces a plan that meets the needs of all its stakeholders and the local community.

The Publication Draft Core Strategy:

- Sets out the broad aims and objectives for sustainable development within the Bradford District for the next 15-20 years until 2030;
- Set out broad policies for steering and shaping development;
- Set out broad 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 Bradford in the Publication Draft Core Strategy is that by 2030 *‘the Bradford District has become a key driver of the Leeds City Region’s economy and a much sought after and desirable location where people want to live, do business, shop and spend their leisure and recreation time.... This growth has driven the economic and social transformation of the district. Sustainable development and management has been at heart of this*

*growth and prosperity. The District's unique landscapes, heritage and biodiversity assets have played a vital role in making great places that encapsulates what makes Bradford so special. Economic transformation of the district has been achieved based on Bradford's key strengths of its unique young, growing and international workforce as well as its culture of entrepreneurship, high quality places where businesses can thrive and its rich historic and cultural identity and wealth of environmental assets'.*

The Spatial Vision for Bradford district will be achieved through 16 strategic objectives and 71 policies contained in 9 thematic chapters:

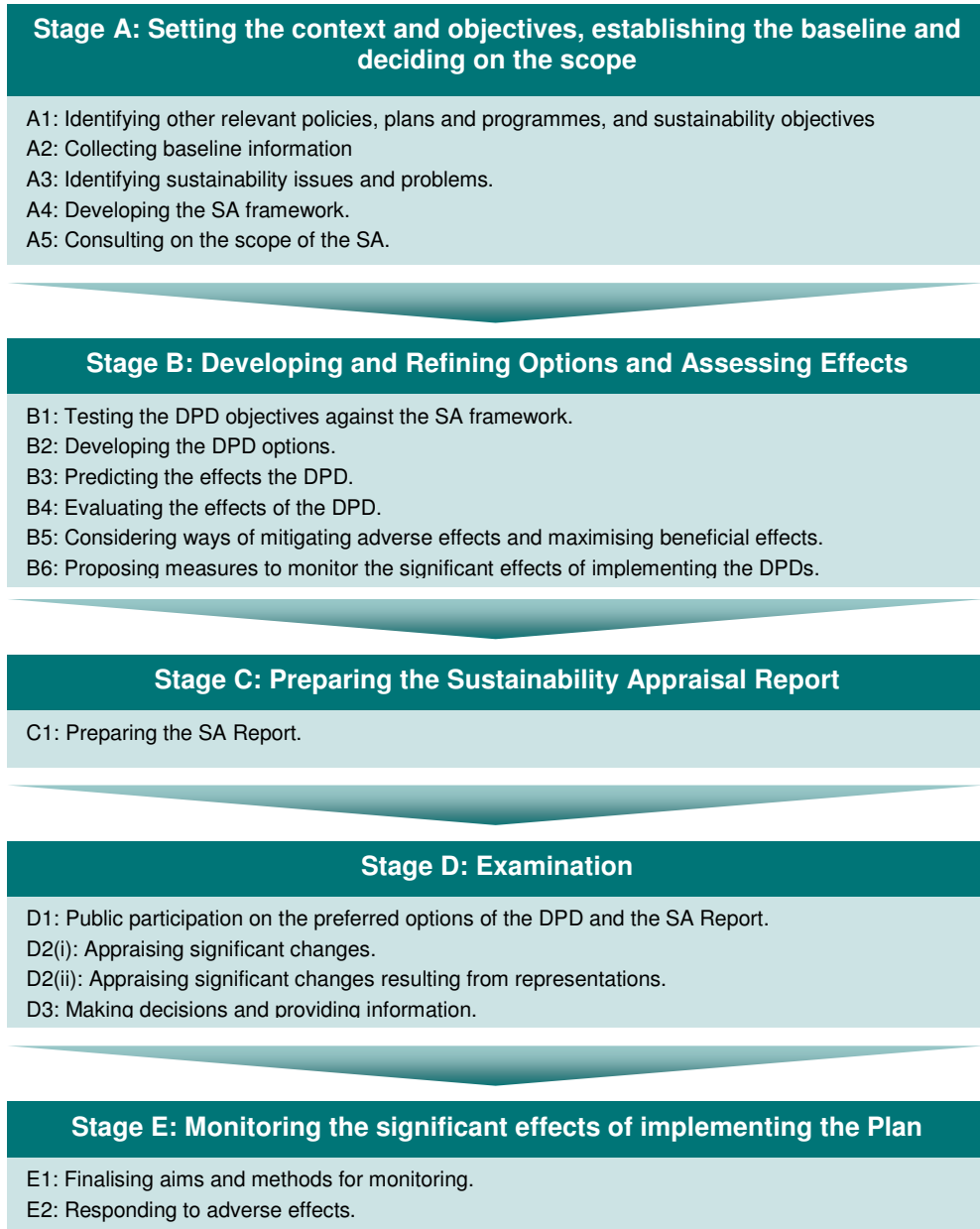
- Strategic Core Policies (9 policies);
- Sub Area Policies (10 policies);
- Economy (5 policies);
- Housing (12 policies);
- Transport (8 policies);
- Environment including Design (13 policies);
- Minerals (4 policies);
- Waste (2 policies);
- Implementation (8 policies).

The Vision, Plan Objectives and Policies have been assessed in this appraisals against 19 SA objectives (see **Table NTS 1**) to ensure that likely social, economic and environmental effects have been identified, described and assessed.

## Sustainability Appraisal

It is important to ensure that the objectives and policies contained within the Core Strategy 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 Publication Draft Core Strategy has been subjected to a process called sustainability appraisal (SA), the main stages of which are highlighted in **Figure NTS 1**. SA considers the anticipated effects of the Core Strategy on the area's environmental, economic and social conditions. Sustainability Appraisal of Local Development Documents (including the Core Strategy) 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**



## Sustainability Appraisal Undertaken to Date

AMEC undertook an initial appraisal of the options detailed in the Core Strategy Issues and Options Paper (February 2007) and the Core Strategy Further Issues and Options for Consultation (Spatial Vision and Strategy) paper in February 2007 and January 2008 respectively. To further supplement this, and to ensure that opportunities for sustainability were maximised, AMEC undertook a further appraisal of the options between February and March 2009, and refined Core Strategy Options were subsequently produced with attendant policies for additional consultation (September 2011).

AMEC then undertook Sustainability Appraisal of the Bradford City Council Core Strategy Further Engagement Draft (September 2011) to help Bradford take forward sustainable policies for the Publication Draft Core Strategy.

## Sustainability Appraisal Objectives

The appraisal of the Vision, Objectives and Policies of the Publication Draft Core Strategy has been undertaken considering the likely effects in the short, medium and long term. Each element of the Core Strategy has been scored against each of the 19 SA objectives which were developed in conjunction with the Council in November 2008. The SA objectives reflect the key sustainability issues for the district 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.

**Table NTS1 Core Strategy SA Objectives**

Impacts on the environment and resources	Social impacts	Economic impacts
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	8. Provide the opportunity for everyone to live in quality housing which reflects individuals' needs, preferences and resources	17. Promote education and training opportunities which build the skills and capacity of the population
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	18. Increase the number of high quality job opportunities suited to the needs of the local workforce
3. Reduce the district's impact on climate change and vulnerability to its effects	10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area
4. Safeguard and improve air, water and soil resources	11. Improve the quality of the built environment and make efficient use of land and buildings	
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	12. Improve the quality and range of services available within communities and connections to wider networks	
6. Maintain and enhance the character of natural and man made landscapes	13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	
7. Protect and enhance historic assets and their settings	14. Create good cultural, leisure and recreation activities available to all	
	15. Improve safety and security for people and property	
	16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	

In order to assess the impacts of the Publication Draft Core Strategy policies against the SA objectives, the following scoring system has been used.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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It should be noted that the scores are only intended to serve as an indication to the types of effects that may occur based on the level of information available.

## Developing and Appraising the Spatial Options

The spatial option has been developed through the various stages of the Core Strategy. The preferred option is a hybrid of the previous options, which focuses developments on previous developed land, although it does make provision for greenbelt reviews where development locations are sustainable. It highlights economic growth regeneration areas in the Regional City, as well some new housing in the principal towns, local growth centres and local service centres. This option therefore seeks to achieve a more sustainable pattern of housing provision across the District, provided that the apportionment would ensure that local and affordable housing need would be met in local growth centres and local service centres. Central to the approach is the need to maximise the efficient use of land, based on principles for selecting wherever possible sites accessible to a range of services and community facilities, and quality public transport services; prioritising allocation of sites that would assist in regeneration or environmental improvement; and avoiding wherever possible sites that would cause significant harm to character or setting or key environmental assets including those with landscape, wildlife and biodiversity, archaeological and architectural value.

A key element of the emerging Core Strategy 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 development, making best use of existing services and brownfield land, whilst recognising that a part of a sequential approach, a requirement for greenfield land is likely to be necessary.

## Vision, Draft Objectives and Draft Policy Appraisal Results

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

The Vision aims for '*growth [that] has driven the economic and social transformation of the district [with] sustainable development and management at [the] heart of this growth and prosperity*'. The growth of the City of Bradford and the towns along Airedale and Wharfedale will be supported by a significant increase in the delivery of new houses, both market and affordable.

The Vision is anticipated to have a positive effect against many of the SA objectives including: Housing, Transport, 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 greenbelt land in particular). The effects are highly dependent on whether growth is achieved under consideration of economic, social and environmental sustainability.

The compatibility test identified that several of the proposed 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 15, 18 and 19. Although several of the proposed spatial objectives are partially compatible with these SA objectives as they generally support the SA objective, none are highly compatible.

The compatibility of spatial objectives 1 to 8 with the majority of the SA objectives is uncertain, as these spatial objectives promote and/or are likely to result in new development, which, depending on its design, type and location, could potentially have a positive and/or negative environmental or social impact. In addition, several of the spatial objectives have no relationship with the SA objectives, reflecting the specific nature of each objective.

Spatial objective 9 has been identified as being partially incompatible with SA objectives 1, 3 and 4 as it promotes development of highway systems and in turn could encourage greater vehicle (and in turn greater use of finite fossil fuel reserves, an increase in greenhouse gas emissions and impacts on air quality). In addition, spatial objective 1 is partially incompatible with SA objective 11 relating to the efficient use of land and buildings, as it promotes development in Airedale and Wharfedale, which would involve use of greenfield land. Notwithstanding this, these issues are covered within several of the other proposed spatial objectives and therefore no amendment to spatial objectives 1 and 9 to address these conflicts is considered necessary.

## Policies

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

Table NT2 Summary Appraisal of the Performance of the Publication Draft Core Strategy Policies

SA Objective	Strategic Core Policies				Sub Area Policies				Economy	Housing	Transport	Environment	Minerals	Waste	Design	Implementation	
	++	+	0	+	++	+	0	?	++	0	0	++	-	+	0	?	0
1. Ensure the prudent and efficient use of natural resources	++	+	0	+	++	++	0	0	++	0	0	++	-	+	0	?	0
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled and recovered	+	++	0	++	+	0	0	0	0	0	0	0	-	++	0	+	?
3. Reduce the district's impact on climate change and vulnerability to its effects	+	++	0	++	0	0	0	0	0	++	++	++	0	+	0	+	?
4. Safeguard and improve air, water and soil resources	+	+	?	+	+	-	?	?	?	+	?	++	?	+	0	+	?
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	++	++	?	++	++	++	?	?	?	++	++	++	+	+	0	+	?
6. Maintain and enhance the character of natural and man made landscapes	+	++	+	++	++	++	?	?	?	0	0	++	+	+	++	+	?
7. Protect and enhance historic assets and their settings	+	++	0	++	++	++	0	?	?	0	0	++	0	+	++	+	?
8. Provide the opportunity for everyone to live in quality housing which reflects individuals needs, preferences and resources	++	++	+	++	++	++	+	+	++	0	0	0	+	0	++	+	?
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	++	++	0	++	++	++	0	0	0	++	++	0	0	0	0	+	?

SA Objective	Strategic Core Policies										Implementation
	Sub Area Policies	Economy	Housing	Transport	Environment	Minerals	Waste	Design			
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	++	+	+	++	0	?	0	0	0	++	++
11. Improve the quality of the built environment and make efficient use of land and buildings	++	+	-	0	++	+	0	++	+	+	-
12. Improve the quality and range of services available within communities and connections to wider networks	++	++	0	+	0	0	0	0	0	0	++
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	++	+	++	+	+	0	0	++	0	0	++
14. Create good cultural, leisure and recreation activities available to all	+	0	0	0	++	0	0	0	0	0	+
15. Improve safety and security for people and property	+	0	0	0	0	0	0	++	0	0	+
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	+	?	+	++	++	0	0	0	0	0	+
17. Promote education and training opportunities which build the skills and capacity of the population	+	++	?	0	0	0	0	0	0	0	++
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	++	?	0	0	?	0	0	0	0	++
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	++	?	+	0	?	0	0	0	0	++



It is anticipated that the Publication Draft Core Strategy 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:

- Reducing the district's impact on climate change;
- Protecting and enhance historic assets and their settings;
- Providing the opportunity for everyone to live in quality housing which reflects individuals needs, preferences and resources;
- Developing and maintaining an integrated and efficient transport network which maximizes access whilst minimising detrimental impacts;
- Reducing congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car;
- Promoting education and training opportunities which build the skills and capacity of the population;
- Increasing the number of high quality job opportunities suited to the needs of the local workforce;
- Supporting investment and enterprise that respects the local character and needs of Bradford and the wider area.

The Publication Draft Core Strategy will mainly have a mixture of positive and uncertain impacts on the environment. The policies afford significant protection to the South Pennine Moors SAC and SPA, which is welcome given the environmental importance of this sensitive area and seeks to protect and enhance the historic environment in Bradford, including seeking to manage visitor pressure particularly in relation to Saltaire.

Uncertain environmental impacts relate to the exact locations of some development (for example housing, some employment land and minerals sites) which will be identified in other forthcoming documents, including the Site Allocations and Area Action Plan Documents, making it difficult to quantify impacts at this stage.

In the main any negative impacts from the policies relate to the need for some local greenbelt releases which have been identified in a number of the policies. However, it is recognised that in order to meet development needs in Bradford, some greenbelt releases will be unavoidable and that will help to ensure that new development is in sustainable locations.

## Mitigation

Whilst the Publication Draft Core Strategy has largely significant positive impacts against the SA objectives, there are a number of 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
P1	The policy as worded does not reflect the distinctive nature of Bradford and appears to be a reiteration of the NPPF's presumption in favour of sustainable development. Further consideration should be given to the policy wording to ensure that the policy articulates what sustainable development means for Bradford and how it will be applied locally.
SC1	The policy does not have a positive impact in relation to SA objective 2 on waste. Consideration should be given to including a reference to sustainable design or sustainable resource use in policy objective 10, to enable waste management to be addressed.
SC2	The policy wording could be strengthened to include a reference to moving waste up the waste hierarchy as it is currently focused on energy rather than material resource. The reference to waste could be added to the wording of Policy D requirement to use resources sustainably.
SC3	Consideration should be given to rewording the policy to place less emphasis on the road network. Suggested wording is as follows "make the best use of sustainable modes of transport, including existing and enhanced bus, rail, cycle, foot and water transport links as a priority but also considering the use of existing inter-city regional road links".
SC4	<p>Consideration should be given to address the following in the policy:</p> <ul style="list-style-type: none"> <li>• Improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.</li> <li>• A similar design priority as that for the Regional City, Local Service Centres and Rural Areas could be adopted for the other settlements.</li> </ul>
SC5	<p>Consideration should be given to amending the policy in order to clarify the potential conflict and hierarchy between brownfield land or infill land that is either within the floodplain, of high value biodiversity, supporting historic assets, or supporting existing leisure and recreation activities and greenfield land that is not.</p> <p>In terms of consistency of policy wording, it is suggested that the policy wording of the last paragraph under the Principal Towns sections is amended to read: "<b>Planning decisions as well as</b> plans, strategies, investment decisions and programmes should: ...".</p>
SC9	Consideration should be given to providing appropriate background and justification text to be prepared and inserted to support this policy and provide a context for it.
BD1	<p>Reference could be made under the Environment section of the policy to promote waste minimisation and encouraging recycling within the City of Bradford in order to increase the sustainability of this policy option.</p> <p>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport improvements in relation to the phasing of housing and employment development. It will be necessary to ensure improvements are in place prior to significant housing or employment development taking place.</p> <p>Under the Environment section there is no mention of water resources or flood risk, despite the River Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p>

Policy	Suggested Mitigation
BD2	Reference could be made to waste minimisation to ensure that the development delivered through these investment priorities does not result in an increase in waste generation.
AD1	<p>Reference could be made under the Environment section of the policy to promoting waste minimisation and encouraging recycling within Airedale in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>The following new road-based transport projects are proposed whose development could have an adverse environmental impact:</p> <ul style="list-style-type: none"> <li>• Silsden East Bypass Road ;</li> <li>• A650 and A629/A644 Transport Corridors.</li> </ul> <p>It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of environmental aspects as detailed in the matrix for this policy.</p> <p>The policy wording could be improved through specific mention of protecting Bradford Wildlife Areas, SEGIs and protected and other notable species in Airedale.</p>
AD2	Consideration should be given to renewable energy infrastructure being an investment priority.
WD1	<p>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency, with due consideration given to the appropriateness of development given landscape character of the sub-area.</p> <p>Reference could be made under the Environment section to promoting waste minimisation and encouraging recycling within Wharfedale in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>In order to mitigate the adverse impacts from the loss of greenfield land it is recommended that the policy references Strategic Core Policy SC7 in relation to Green Belt review and the application of the sequential approach to the allocation of land outlined in Strategic Core Policy SC5.</p> <p>The policy wording could be improved through specific mention of land use and public access impacts on the national and internationally designated sites, since the latter are likely to be the key issues associated with new housing and the resulting increased population in Ilkley and other Wharfedale towns on the South Pennines SPA, SAC and SSSI.</p> <p>Consideration should be given as to whether a specific Green Belt release should be identified in the Core Strategy in relation to the proposal for high quality employment land at Ilkley, or whether such releases should be subject to further appraisal as part of later documents such as the Site Allocations DPD.</p> <p>Notwithstanding the requirements of Policy HO11, it is recommended that to ensure local needs are met, the policy specifically mentions the need for affordable housing for the young and elderly – particularly sheltered housing in Burley and Menston and provision for first time buyers in Ilkley.</p> <p>It is recommended that the policy wording recognises that there is no high frequency (10 minute) bus service to Ilkley.</p>
WD2	The investment priorities outlined do not mention waste minimisation and so it is recommended that the investment

Policy	Suggested Mitigation
	<p>priorities include a requirement for waste minimisation.</p> <p>The investment priorities outlined do not mention renewable energy and so it is recommended that consideration is given to investment in renewable energy infrastructure.</p> <p>Consideration needs to be given as to whether the development needs of Menston can be met without green belt releases.</p>
PN1	<p>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency with due consideration given to the appropriateness of development given landscape character of the sub-area.</p> <p>Reference could be made under Environment to promoting waste minimisation and encouraging recycling within the South Pennine Towns and Villages in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>Under the Environment section there is no mention of water resources or flood risk, despite the River Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</p>
PN2	<p>Consideration should be given to renewable energy infrastructure being an investment priority.</p>
EC2	<p>Consideration should be given to rewording the policy itself or in the supporting text that explains the reasoning behind the 2782 jobs as this figure is above the REM forecast and the historical trend for Bradford. It is also recommended that the policy or the supporting text makes clear how the annual target figure for employment land of 17ha relates to the total figure of 135ha. 17ha per annum of employment land would lead to a total employment land requirement of greater than 200ha (depending upon the assumed start date of the plan).</p>
TR1	<p>This policy includes for provision in an accessible manner of the infrastructure associated with lower emission vehicles. Consideration should be given to rewording the policy to include reference to developing an integrated transport network.</p>
HO1	<p>The use of construction best practice would help to mitigate adverse environmental impacts of delivering the scale of housing required. Consideration should be given to either a specific policy covering sustainable construction or a commitment to completing a Supplementary Planning Document covering this requirement.</p>
HO5	<p>Consideration should be given to rewording the policy to allow for a higher density target in urban areas, in order to maximise use of PDL and to make the best use of sustainable urban locations. Consideration should also be given to whether a higher density figure than 30dph could be achieved.</p>
HO6	<p>In the Further Engagement Core Strategy Draft there was a target for 60% PDL in the regional City of Bradford. The policy now makes provision for 55%. Consideration should be given to whether the policy could be revised upwards from 55% in order to be consistent with the attempt to have the maximum number of homes sited on PDL.</p> <p>Consideration should be given to rewording the policy to ensure that sites allocated for housing will not adversely impact upon the historic environment.</p>
HO7	<p>Consideration should be given to rewording the policy to ensure that sites allocated for housing will not adversely impact upon the historic environment.</p>
EN3	<p>Consideration should be given to rewording the policy to state for the avoidance of doubt what Bradford's Heritage</p>



Policy	Suggested Mitigation
	assets are. At present it is unclear whether it covers all forms of designations or is intended to cover cultural heritage assets more widely across the whole of the built environment.
ID3	Consideration should be given to rewording the policy to include a requirement for offsite contributions where viability issues or other factors may make onsite contributions difficult to achieve for new developments, for example with affordable housing. This would help to ensure that there are benefits for Bradford even where there are no onsite contributions from developers towards the cost of new infrastructure and for meeting social and environmental requirements.
ID6	Consideration should be given to rewording the policy to make clear how SPD's will help to aid infrastructure delivery.

Further details of proposed mitigation measures can be found in the main report. The main report also contains a list of provisional monitoring measures to enable the effects of the Core Strategy to be identified and assessed.

### 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;
- 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 Publication Draft Core Strategy will be subject to a period of public consultation (17<sup>th</sup> Feb – 31<sup>st</sup> March), along with the SA Report. Once consultation responses have been received work will begin on revising the Core Strategy for examination.

We would welcome your views on the SA Report for the Publication Draft Core Strategy. 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:

- [www.bradford.gov.uk/bmdc/the\\_environment/planning\\_service/local\\_development\\_framework](http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework)

or email:

- [ldf.consultation@bradford.gov.uk](mailto:ldf.consultation@bradford.gov.uk)

Further information may be obtained from the Planning Policy at Bradford Council on 01274 433679.

Comments may also be submitted online at:

[http://www.bradford.gov.uk/bmdc/the\\_environment/planning\\_service/local\\_development\\_framework/Sustainability\\_Appraisal](http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/Sustainability_Appraisal) during the consultation period. 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

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

SEA	Strategic Environmental Assessment
SEGI	Site of Ecological or Geological Importance
SPA	Special Protection Area
SRC	Sub Regional City
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems



# Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	<b>Background</b>	<b>1</b>
1.1.1	Local Plan Overview	1
1.1.2	Core Strategy Development Plan Document	2
1.2	<b>The Requirement for Sustainability Appraisal</b>	<b>5</b>
1.3	<b>Habitats Regulations Assessment</b>	<b>6</b>
1.4	<b>Purpose of this Report</b>	<b>6</b>
<b>2.</b>	<b>The Sustainability Appraisal Process</b>	<b>8</b>
2.1	<b>Overview</b>	<b>8</b>
2.2	<b>Sustainability Appraisal Stages</b>	<b>9</b>
2.3	<b>When the SA was Undertaken and by Whom</b>	<b>13</b>
2.4	<b>Technical Difficulties</b>	<b>13</b>
2.4.1	Uncertainties and Assumptions	13
<b>3.</b>	<b>Baseline and Key Sustainability Issues</b>	<b>15</b>
3.1	<b>Introduction</b>	<b>15</b>
3.2	<b>Profile of Bradford District</b>	<b>15</b>
3.3	<b>Links to Other Plans and Programmes</b>	<b>16</b>
3.4	<b>Identifying Sustainability Issues and Problems</b>	<b>16</b>
3.5	<b>Habitats Regulations Assessment Findings</b>	<b>19</b>
<b>4.</b>	<b>Vision and Objectives Compatibility Test</b>	<b>22</b>
4.1	<b>Introduction</b>	<b>22</b>
4.2	<b>Core Strategy Vision</b>	<b>22</b>
4.3	<b>Objectives</b>	<b>23</b>
4.3.1	Outcomes of the Compatibility Test	25
<b>5.</b>	<b>Sustainability Appraisal of the Core Strategy Preferred Spatial Development Option</b>	<b>26</b>
5.1	<b>The Development of the Preferred Spatial Development Option</b>	<b>26</b>
5.1.1	Previous Spatial Development Options Considered	26
5.1.2	Preferred Spatial Development Option	27
5.2	<b>Sustainability Appraisal of the Preferred Spatial Development Option</b>	<b>30</b>

5.2.1	Summary of Effects by Settlement Hierarchy	34
5.3	<b>Sustainability Appraisal of the Draft Policies</b>	<b>37</b>
5.3.1	Strategic Core Policies	40
5.3.2	Sub-Area Policies	41
5.3.3	Thematic Policies	44
5.3.4	Implementation Policies	48
5.3.5	Cumulative Impact of the Proposed Core Strategy Policies	49
5.4	<b>Compliance with National Planning Policy Framework</b>	<b>55</b>
<b>6.</b>	<b>Conclusions and Recommendations</b>	<b>56</b>
6.1	<b>Key Conclusions Emerging from the Appraisal</b>	<b>56</b>
6.1.1	Preferred Spatial Development Option	56
6.1.2	Draft Policies	56
6.2	<b>Key Recommendations and Mitigation Measures</b>	<b>58</b>
6.3	<b>Monitoring</b>	<b>61</b>
6.4	<b>Next Steps</b>	<b>64</b>
6.5	<b>Quality Assurance</b>	<b>64</b>
Table 2.1	Core Strategy SA Objectives and Decision Making Criteria	9
Table 3.1	Identifying Sustainability Issues and Problems	16
Table 4.1	Summary of the Objectives Compatibility Test	23
Table 5.1	Previous Spatial Options Considered	26
Table 5.2	The Preferred Spatial Development Option (Housing)	28
Table 5.3	The Preferred Spatial Development Option (Economy)	28
Table 5.4	Summary Appraisal of the Sustainability Performance of the Preferred Spatial Development Option	30
Table 5.5	Summary Appraisal of the Performance of the Publication Draft Core Strategy Policies	38
Table 5.6	Cumulative Impacts of the Proposed Core Strategy Policies	49
Table 6.1	Suggested Mitigation Measures and Policy Wording Amendments	58
Table 6.2	Potential Monitoring Measures	62
Table 6.3	Compliance with the requirements of the SEA Directive	65
Figure 2.1	The SA Process	8
Figure 3.1	Provisional Mitigation Zoning Around South Pennine Moors SPA and SAC	20
Appendix A	Strategies, Plans and Programmes Review	
Appendix B	SA Commentary on Options and BMDC Response (September 2011)	
Appendix C	Objectives Compatibility Test	
Appendix D	Detailed Policy-by-Policy Appraisal	
Appendix E	Glossary of Terms	

# 1. Introduction

## 1.1 Background

The City of Bradford Metropolitan District 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 2021. This will replace the existing Replacement Unitary Development Plan for Bradford (RUDP), adopted in October 2005. The first Development Plan Document (DPD) to be produced as part of the Local Plan is the Core Strategy. This will set out the long term spatial vision for the District and the strategic policies to deliver that vision. The Core Strategy will then inform the other DPDs to be produced as part of the Local Plan.

The *Planning and Compulsory Purchase Act 2004* requires the City of Bradford Metropolitan District Council (herein referred to as 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 Core Strategy is undertaken. SA is a process through which the 'sustainability' of a plan under preparation is assessed. The SA provides a qualitative assessment of the environmental, social and economic performance of a plan against a set of sustainability objectives.

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 has been commissioned by the Council to undertake a SA of the Core Strategy on their behalf, which incorporates the requirements of SEA. The SA process has culminated in the production of this SA Report on Bradford's Core Strategy Publication Draft Development Plan Document.

### 1.1.1 Local Plan Overview

A new system for preparing development plans was introduced through the Planning and Compulsory Purchase Act 2004 requiring the Council to adopt a Local Plan in place of the existing Bradford RUDP (adopted in October 2005). The Local Plan must not be restricted solely to land use issues but go beyond traditional land use planning by integrating policies for the development of land with policies that influence the nature of places and how they function.

The Council as the Local Planning Authority for Bradford District is currently in the process of preparing their Local Plan for Bradford. The Local Plan will comprise a number of Local Development Documents (LDDs), including Development Plan Documents (DPDs) and Supplementary Planning Documents (SPD's). DPDs will have statutory status and the policies and proposals within them will form the basis on which future planning

decisions are made. SPDs are not part of the statutory plan, but are prepared to support the delivery of major development sites or complex policy areas.

Full details of the LDDs being produced as part of the Bradford Local Plan are provided in the Local Development Scheme (LDS) which sets out the work programme and timetable for their production. A copy of the LDS is available on the Council website ([www.bradford.gov.uk/planning](http://www.bradford.gov.uk/planning)). In the transitional period the existing RUDP (adopted October 2005) will retain development plan status and certain policies within it will be saved until superseded by the adoption of the Local Plan documents.

### 1.1.2 Core Strategy Development Plan Document

The Core Strategy is the first Development Plan Document (DPD) to be produced. It provides the long term spatial vision for the District and the strategic policies to deliver that vision. The Core Strategy will then inform the other DPDs to be produced as part of the Local Plan.

The development of the Core Strategy reflects a considerable body of work. An Issues and Options Paper was issued in January 2007 which sought to identify the broad issues faced by the district and the options and alternatives to address these. This has been followed by a Further Issues and Options report in February 2008 and a Further Engagement Draft in October 2011. Community involvement and engagement has taken place at each stage to ensure that the Council produces a plan that meets the needs of all its stakeholders and the local community.

The Publication Draft Core Strategy:

- Sets out the broad aims and objectives for sustainable development within the Bradford District for the next 15-20 years until 2030;
- Set out broad policies for steering and shaping development;
- Set out broad 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.

### Core Strategy Vision

The Vision for Bradford in the Publication Draft Core Strategy is that by 2030 *'the Bradford District has become a key driver of the Leeds City Region's economy and a much sought after and desirable location where people want to live, do business, shop and spend their leisure and recreation time.... This growth has driven the economic and social transformation of the district. Sustainable development and management has been at heart of this growth and prosperity. The District's unique landscapes, heritage and biodiversity assets have played a vital role in making great places that encapsulates what makes Bradford so special. Economic transformation of the district*



*has been achieved based on Bradford's key strengths of its unique young, growing and international workforce as well as its culture of entrepreneurship, high quality places where businesses can thrive and its rich historic and cultural identity and wealth of environmental assets'.*

## Strategic Objectives

The Spatial Vision for Bradford district will be achieved through the following strategic objectives:

1. To recognise and fully exploit the role of the City of Bradford and the towns along Airedale and Wharfedale as dynamic locations of choice for housing and economic growth within the Leeds City Region;
2. To ensure that the district's needs for housing, business and commerce are met in sustainable locations that reduce the need to travel and are well served by public transport and services, whilst prioritising, the use of deliverable and developable previously developed land. In so doing overcrowding within the existing housing stock should be reduced;
3. To ensure that the appropriate critical infrastructure (including green and social) is delivered to support growth and the timing of development and infrastructure delivery are aligned;
4. To provide a range of quality dwellings, in terms of type and affordability, to cater for the current needs and future growth of the District in well designed neighbourhoods;
5. To promote the role of the Bradford District in the Leeds City Region economy by creating conditions for housing growth, city living and enterprise where business thrives, generating opportunity, prosperity and jobs;
6. To promote and support a successful growing economy with wide range and high quality employment opportunities, by fostering indigenous firms and by attracting inward investment in the high value creative, innovative and knowledge based industries;
7. To promote, manage and develop the image and the role of Bradford City Centre as a regionally significant business, commercial, shopping, civic and cultural area;
8. To support the University of Bradford and the district's colleges and schools in investing in buildings and spaces to ensure a well educated and skilled workforce;
9. To improve and develop excellent public transport and highway systems to increase the level of accessibility within the District and establish good connections with other parts of the Leeds City Region and the country by ensuring safety, efficiency and sustainability;
10. To ensure that Bradford is a diverse city where socially inclusive and vocal communities live and where the needs of citizens are met through improved access to good quality homes, jobs, shopping, cultural facilities, health and education provision and community facilities for a growing population;

11. To provide a clean, safe, secure, sustainable, attractive and accessible built and natural environment in order to reduce the fear of crime and disorder and foster a shared sense of civic pride and responsibility;
12. Safeguard, enhance and promote the diverse historic built and natural heritage of the District which helps reinforce the local distinctiveness of places;
13. To reduce the impact of climate change through mitigation and adaptation, particularly through reducing pollution, energy consumption, the risk of flooding, and promoting the use of renewable energy and securing the means to become locally self sufficient;
14. Provide accessible and varied opportunities for leisure and recreation including access to the countryside and the utilisation of green infrastructure spaces and routes for walking and cycling;
15. Safeguard and enhance the District's biodiversity assets through careful landscape, woodland and waterways management. In particular the South Pennine Moors and upland fringe; and
16. Safeguard and enhance the District's natural and renewable energy resources, including water, agriculture, woodland and minerals, and promote the sustainable management of waste and recycling.

## Draft Policies

There are 9 thematic chapters in Bradford's Publication Draft Core Strategy, which contain 71 policies within them:

- Strategic Core Policies (9 policies);
- Sub Area Policies (10 policies);
- Economy (5 policies);
- Housing (12 policies);
- Transport (8 policies);
- Environment including Design (13 policies);
- Minerals (4 policies);
- Waste (2 policies); and
- Implementation (8 policies).

## The Spatial Choices – Where Will Development Occur?

The Publication Draft Core Strategy sets out the amount and proposed location of development for the district. Housing is allocated according to the settlement hierarchy identified in the plan. The majority of dwellings (28,650

out of a total of 42,100) will be located within the Regional City of Bradford. The remainder of the housing is allocated as follows:

- Principal Towns (Ilkley, Keighley and Bingley) – 6,700;
- Local Growth Centres (Queensbury, Silsden, Steeton With Eastburn and Thornton) – 3,400; and
- Local Service Centres (Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope and Wilsden) – 3,350.

The housing requirement (42,100) set out above will be delivered from the following sources::

1. Existing commitments with planning permission;
2. Unimplemented but deliverable or developable sites allocated for residential development in the RUDP;
3. Additional new deliverable and developable sites allocated for housing development within the forthcoming Local Development Plan Documents:
  - Allocations DPD;
  - Bradford City Centre Area Action Plan;
  - Shipley & Canal Road Area Action Plan.

The Core Strategy sets out a planned requirement for 135ha of employment land, which will be allocated as follows:

- 97ha within the Regional City of Bradford;
- 28ha in the Airedale Corridor; and
- 10ha in the Wharfedale Corridor.

## 1.2 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 contributing 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 legislation<sup>1</sup>, with due regard to guidance produced by the UK Government<sup>2</sup>. The latter document advises that an integrated approach to SA/SEA

<sup>1</sup> 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)

<sup>2</sup> 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*

should be adopted so that the SA process incorporates the requirements of SEA. 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. This Report documents the implementation of the SA/SEA process and is published for consultation alongside the Publication Draft Core Strategy in accordance with SEA Regulations and SA Guidance.

### 1.3 Habitats Regulations Assessment

Under the *Conservation (Natural Habitats, &c.) (Amendment) Regulations 2010* 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*, known as the Habitats Regulations, Bradford Council as the competent body, must determine if their draft Local Plan is likely to have a significant (adverse<sup>3</sup>) 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 Report to Inform Screening for Appropriate Assessment has been undertaken which looks at the potential effects of the strategic options and policies contained within the Publication Draft Core Strategy against the 'European sites'. The findings of this assessment have been used, as appropriate to inform the findings of this appraisal.

### 1.4 Purpose of this Report

The purpose of this SA Report is to appraise the sustainability effects of the Core Strategy vision, strategic objectives and policies, consistent with the requirements of section 19 (5) of the *Planning and Compulsory*

<sup>3</sup> Though beneficial effects may arise from a plan, only adverse effects are considered to be of consequence in undertaking Habitats Regulations Assessment.

*Purchase Act 2004* and the SEA Regulations. The SA aims to highlight the high level sustainability associated with the Publication Draft Core Strategy. 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 that may be brought forward to help guide and realise future development and growth in the district.

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 Core Strategy, and its relationship with the Bradford Local Plan.

**Section 2: SA Process:** Provides a description of the SA process and methodology adopted by AMEC.

**Section 3: Baseline and Key Sustainability Issues:** Provides a summary of the baseline conditions and key sustainability issues associated with Bradford District.

**Section 4: Objectives Compatibility Test:** Provides an overview of the objectives compatibility test undertaken to determine whether the Core Strategy SA objectives are compatible with the SA objectives.

**Section 5: Sustainability Appraisal of the Core Strategy:** Provides an overview of the SA findings, including consideration of the cumulative effects of the Core Strategy. Recommendations for maximising beneficial effects and minimising any potential adverse effects arising from the Core Strategy are also given.

**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.

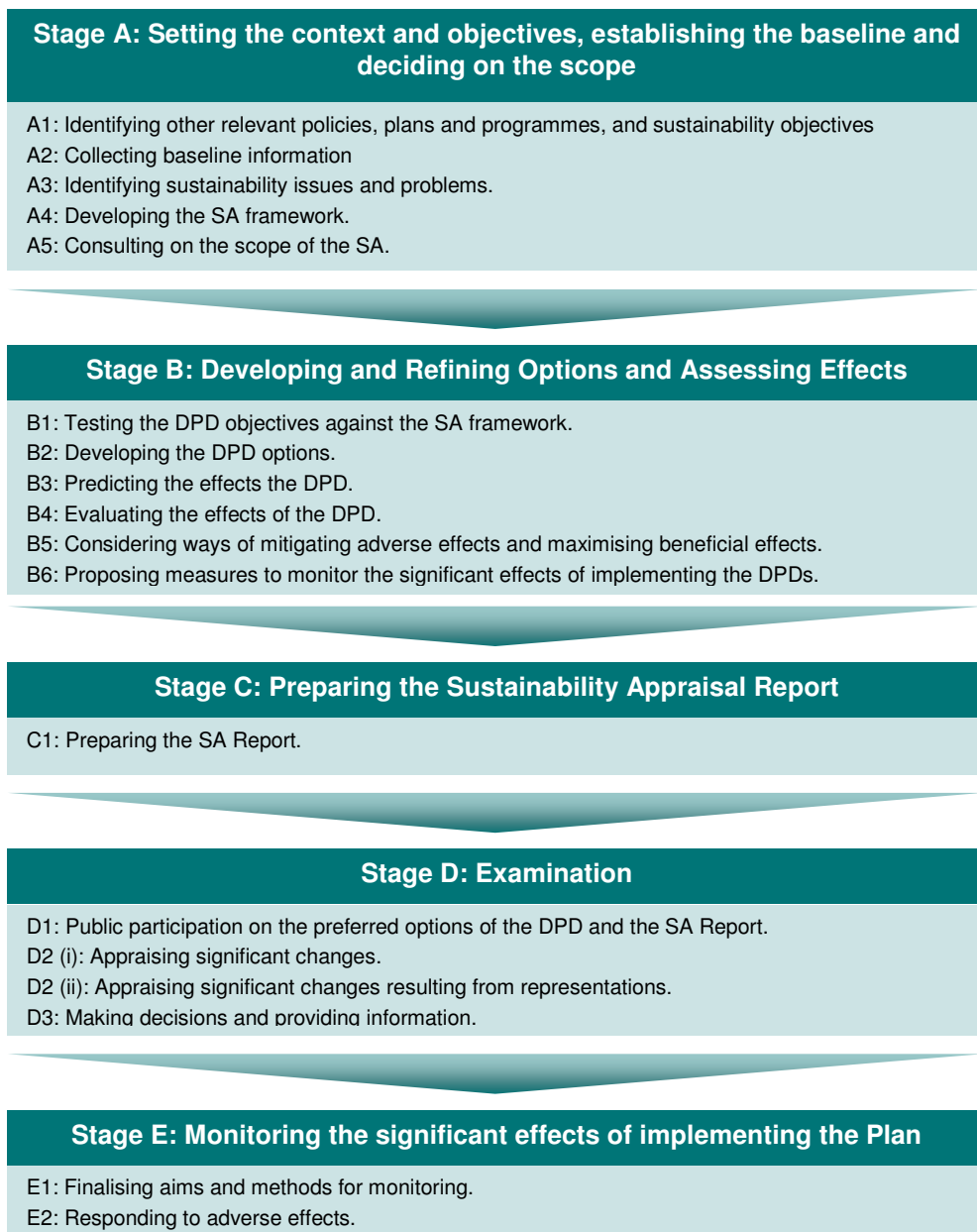
In addition, this SA report is accompanied by a non-technical summary and a volume of appendices. The appendices include the appraisal of effects for the proposed policies.

## 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 guidance 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**





## 2.2 Sustainability Appraisal Stages

### Stage A (Scoping)

The first stage of the SA of the Core Strategy was scoping (Stage A). This stage involved setting the context and objectives, establishing the baseline and deciding on the scope. A Scoping Report was produced by the Council in February 2007, which detailed the outcomes of the scoping stage and proposed a SA framework to be used in appraising the Core Strategy. To ensure that the SA framework was up-to-date AMEC (then Entec) reviewed and updated the scoping information and SA objectives on behalf of the Council in November 2008, to reflect consultation responses on the Scoping Report and further discussion with Council officers. As part of this process, decision making criteria were developed to support each of the SA Objectives. Initially, a proposed set of decision making criteria were developed by AMEC. A SA workshop was then held at the Council offices in November 2008, attended by members of the relevant Council departments along with the Council Sustainability representative, to discuss the proposed decision making criteria. The outcome of the workshop was a refined list of decision making criteria for the Core Strategy SA Objectives.

The revised SA Objectives (and associated decision making criteria) for use in appraising the Core Strategy are set out in **Table 2.1** below.

**Table 2.1 Core Strategy SA Objectives and Decision Making Criteria**

SA Objective	Decision Making Criteria
<b>Impacts on the environment and resources</b>	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	<ul style="list-style-type: none"> <li>Does the plan seek to increase energy efficiency in building stock?</li> <li>Does the plan encourage the use of clean, low carbon, energy efficient technologies?</li> <li>Does the plan promote renewable energy generation in the district?</li> <li>Does the plan seek to minimise the consumption of non renewable resources and promote the use of sustainable and locally sourced resources and materials?</li> </ul>
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	<ul style="list-style-type: none"> <li>Does the plan seek to minimise waste generation and increase re-use, recycling and recovery consistent with the waste hierarchy?</li> <li>Does the plan encourage sustainable production / consumption and resource efficiency?</li> <li>Does the plan propose positive measures to divert waste away from landfill?</li> <li>Does the plan seek to improve access for all to facilities for waste management?</li> </ul>
3. Reduce the district's impact on climate change and vulnerability to its effects	<ul style="list-style-type: none"> <li>Does the plan seek to limit or reduce the emission of greenhouse gases (carbon dioxide, methane, nitrogen oxide etc) in accordance with the Climate Change Act 2008?</li> <li>Does the plan ensure that development can withstand, and adapt to, local impacts resulting from global climate change?</li> <li>Does the plan consider the potential environmental, social and economic implications of climate change?</li> </ul>

SA Objective	Decision Making Criteria
<p>4. Safeguard and improve air, water and soil resources</p>	<ul style="list-style-type: none"> <li>• Does the plan ensure the conservation and sustainable use of ecosystem services?</li> <li>• Does the plan seek to limit or reduce the emission of air pollutants and improve local air quality?</li> <li>• Does the plan prevent the pollution of water resources and seek to improve the quality of all water resources?</li> <li>• Does the plan prevent soil degradation and contamination, and afford protection to good quality agricultural land and soils?</li> <li>• Does the plan prevent inappropriate development in floodplains and promote the use of Sustainable Drainage Systems (SuDS) and other such measures to prevent or reduce flood risk?</li> </ul>
<p>5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats</p>	<ul style="list-style-type: none"> <li>• Does the plan afford protection to Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs) and other designated sites, including regional and local sites, such as, SEGIs and Bradford Wildlife Areas?</li> <li>• Does the plan protect and conserve habitats and species, especially where these may be rare, declining, threatened or indigenous?</li> <li>• Does the plan provide for the sustainable long term management of wildlife habitats?</li> <li>• Does the plan seek to prevent habitat and wildlife corridor fragmentation?</li> <li>• Does the plan promote new habitat creation and restoration, including green infrastructure networks?</li> </ul>
<p>6. Maintain and enhance the character of natural and man made landscapes</p>	<ul style="list-style-type: none"> <li>• Does the plan protect areas of high landscape value, greenspace and open space in urban and rural areas and promote the restoration and enhancement of the landscape?</li> <li>• Does the plan ensure development contributes to local distinctiveness and character, taking account of the surrounding landscape context?</li> <li>• Does the plan protect and enhance individual landscape features such as hedgerows, dry stone walls, ponds and trees?</li> <li>• Does the plan afford protection to geological SSSIs, Regionally Important Geological Sites (RIGS) and Sites of Ecological or Geological Importance (SEGIs)?</li> </ul>
<p>7. Protect and enhance historic assets and their settings</p>	<ul style="list-style-type: none"> <li>• Does the plan preserve, protect and enhance sites, features and areas of cultural, historic and archaeological value and their settings, including the district's Conservation Areas, Scheduled Monuments, listed and locally listed buildings, Registered Parks and Gardens and Historic Battlefields?</li> <li>• Does the plan protect and enhance the character and appearance of the Saltaire World Heritage Site and its setting and provide for its sustainable long term management?</li> <li>• Does the plan protect and enhance important cultural and historic vistas, views and key reference points?</li> <li>• Does the plan promote the restoration and sensitive reuse of derelict and degraded cultural and historic buildings?</li> </ul>
<p><b>Social impacts</b></p>	
<p>8. Provide the opportunity for everyone to live in quality housing which reflects individuals needs, preferences and resources</p>	<ul style="list-style-type: none"> <li>• Does the plan ensure that the housing offer and mix meets local housing needs, taking into account tenure, location, size, type, density and affordability?</li> <li>• Does the plan ensure the provision of sufficient new homes taking into account need and demand and seeking to improve choice, particularly appropriate levels of affordable housing where there is a need?</li> <li>• Does the plan ensure the development of high quality sustainable housing that is well designed and built to a high standard (e.g. Code for Sustainable Homes Level 3 and Lifetime Homes)?</li> <li>• Does the plan seek to create sustainable, inclusive and mixed communities and ensure fair access to housing for all groups?</li> </ul>

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

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

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

To further supplement this, and to ensure that opportunities for sustainability were maximised, AMEC then undertook further appraisal of the options between February and March 2009. As part of this process, to ensure that a comprehensive range of options were considered, further options in addition to those identified in the Core Strategy Issues and Options papers were subject to appraisal. Initially, a proposed list of options was developed by AMEC using the Issues and Options papers as a starting point. A SA workshop was then held at the Council offices in November 2008, attended by members of the relevant Council departments along with the Council Sustainability representative, to discuss the proposed list of options. The outcome of the workshop was a refined list of Core Strategy options for consideration (agreed with the Council).

AMEC then undertook Sustainability Appraisal of the Bradford City Council Core Strategy Further Engagement Draft (September 2011) to help Bradford take forward sustainable policies for the Publication Draft Core Strategy.

Subsequently, Bradford City Council has revised its Core Strategy policies following the 2011 consultation and has now produced a Publication Draft Core Strategy. This Report summarises the outcome of the appraisal of the Publication Draft Core Strategy.

## 2.3 When the SA was Undertaken and by Whom

This SA of the Publication Draft Core Strategy was undertaken by AMEC in Autumn 2013, informed by the input of and review by sustainability specialist in AMEC.

## 2.4 Technical Difficulties

The SEA Directive requires the identification of any difficulties (such as technical deficiencies or lack of knowledge) encountered. The high-level nature of the development policies and necessarily a lack of specificity about the exact locations of development (which will be set out in forthcoming Allocations and Area Action Plan Development Plan Documents) has meant that a number of assumptions have been made about the nature of the development. These uncertainties and assumptions are outlined in section 2.4.1. On occasion that has resulted in the potential effects on the SA objectives as being assessed as uncertain at this stage.

### 2.4.1 Uncertainties and Assumptions

There are a number of uncertainties and assumptions relating to the appraisal of the draft Local Plan policies, these are as follows:

#### Uncertainties

- The precise configuration, composition, timing and extent of actual development occurring cannot be determined and this has on occasion affected the ability of the appraisal team to determine likely effects and/or when the effects could occur. This has been detailed in the individual policy appraisals.

#### Assumptions

- The quantum and phasing of development will be as set out in the Publication Draft Core Strategy (any variation from which will affect the appraisal of effects in short, medium and long term). In some instances, such as the likely delivery of network improvements, where phasing has not been indicated, the appraisal team has indicated an assumed timeframe.
- The assumed levels of housing and economic development 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 policy 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 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.



## 3. Baseline and Key Sustainability Issues

### 3.1 Introduction

An essential part of the SA process is the identification of the current baseline conditions and their likely evolution. 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 Core Strategy upon the existing environment be monitored. A comprehensive review of the baseline was completed during scoping of the appraisal and is not repeated in detail here, although it has been subsequently updated<sup>4</sup>; however, this section provides an overview of Bradford and the key sustainability issues associated with the District.

### 3.2 Profile of Bradford District

Bradford was first settled in Saxon times and by the Middle Ages had become a small town with a centre defined by Kirkgate, Westgate and Ivegate. Bradford's growth is closely linked to the development of communication routes in the late 18<sup>th</sup> Century and the Industrial Revolution. By the 1840s it was estimated that two thirds of the country's wool production was processed in Bradford. 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 parts of the city, often influenced by classical European styles.

Today, Bradford forms the second largest conurbation in the West Yorkshire sub-region and includes the towns of Bingley, Haworth, Ilkley, Keighley and Shipley. The District covers an area of approximately 400 square kilometres (140 square miles) and has a varied environment characterised by a mixture of urban and country areas. The topography of the District is predominantly characterised by moorland to the north and west, pasture on the lower lying hills, and the valleys and floodplains formed by the rivers that run through the District.

Approximately one third of the District is built up, with residential and industrial development located predominantly along the Aire, Wharfe and Worth valley corridors, within and around the city centre and along the motorway (M606) corridor.

In 2007, the population of the District was estimated at 497,400 with the majority residing in the urban centres of Bradford / Shipley / Baildon and the freestanding towns of Bingley, Keighley and Ilkley. The remaining population lives in villages, of varying sizes, within the more rural areas of the District. The District is multicultural with 22% of the population of ethnic minority origin other than White. More recent information from the 2011 census estimates Bradford's population at 522,452, which suggests that the population is growing.

Bradford is a youthful population with 22% the population aged 14 and under, compared to an average of 17.6% for England and Wales. The population of Bradford is ethnically diverse. The largest proportion of the district's

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<sup>4</sup>For a comprehensive description of the baseline, please see:

<http://www.bradford.gov.uk/NR/rdonlyres/170B18DA-45FE-4A18-9816-618B27BB17CF/0/CSBaselinedraftOct2011forconsultation.pdf>

population (63.9%) identifies themselves as White British. The district has the largest proportion of people of Pakistani ethnic origin (20.3%) in England.

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.

### 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 80 plans, programmes and strategies were reviewed as part of the preparation of the Publication Draft Core Strategy SA. 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 Core Strategy and to assist in the development of sustainable plan objectives and options. It is important to try and identify potential tensions or inconsistencies between other policies, plans and programmes, and sustainability objectives and targets. Critical constraints also need to be set out.

**Table 3.1** provides a summary of the key sustainability issues and problems for Bradford District. These key issues have been determined taking into consideration the plans and programmes review and baseline conditions. The initial stages of the Sustainability Appraisal of the Core Strategy have been carried out over a number of years and there have been significant additions to the evidence base within this time.

**Table 3.1 Identifying Sustainability Issues and Problems**

Baseline Topic	Issues to Address
Biodiversity	<ul style="list-style-type: none"> <li>The protection and enhancement of biodiversity, particularly statutory and non statutory sites of nature conservation interest and other protected and notable habitats and species in Bradford District and the</li> </ul>

Baseline Topic	Issues to Address
	<p>surrounding area.</p> <ul style="list-style-type: none"> <li>• Ensuring that Core Strategy policies and proposals have no adverse effect upon the South Pennines SPA and SAC and other Natura 2000 sites outside of the District, through Habitats Regulations Assessment.</li> <li>• Safeguarding nationally and locally valued species and habitats and minimising the direct and indirect impact of new development on these.</li> <li>• The need to improve and enhance the condition of nature conservation sites, particularly the South Pennine Moors SPA, SAC and SSSI.</li> <li>• Seeking opportunities to create new priority habitats and woodland in the District.</li> <li>• Promoting wider appreciation of benefits from environmental assets.</li> <li>• The need to protect wildlife corridors and networks from habitat fragmentation by development.</li> <li>• Improving the information base so that change can be monitored.</li> </ul>
Agriculture and Rural Land-Use	<ul style="list-style-type: none"> <li>• Encouraging the sustainable long-term management of rural land, which balances the needs of agriculture and countryside recreation.</li> <li>• Providing a framework within which to manage protection of existing habitats and creation of new ones, needs of agriculture, desire for recreation, need for alternative sources of energy, flood protection etc.</li> <li>• Encouraging sustainable tourism; where benefits can be minimised and benefits do not exceed the capacity of infrastructure within the host community.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>• Protecting and enhancing the variety of landscapes within the District, particularly those elements that contribute to their distinctive local character.</li> <li>• Maximising the benefits from the landscape character assessment by using it to make choices about the locations for development and the design of proposals.</li> </ul>
Built Heritage and Historic Environment	<ul style="list-style-type: none"> <li>• Protecting and enhancing the District’s cultural historic and archaeological assets and their settings, particularly the Saltaire World Heritage Site.</li> <li>• The need to improve and enhance the condition of heritage assets at risk, particularly the Listed Buildings at Risk and the Adwalton Moor Registered Battlefield.</li> <li>• The potential for unknown/unrecorded archaeological sites and finds to be present in the District.</li> <li>• Using the Conservation Area appraisals, and the Saltaire World Heritage Site Environmental Capacity Study to inform choices about development and the design of proposals.</li> <li>• Improving the public realm and seeking to promote high standards of design and sensitivity to context where regeneration is needed.</li> </ul>
Geology and Soils	<ul style="list-style-type: none"> <li>• The preservation and conservation of the District’s geological assets, particularly the Yeadon Brickworks and Railway Cutting SSSI and the District’s RIGS.</li> <li>• The need to safeguard and improve soil resources.</li> <li>• Addressing contamination issues relating to previous land uses.</li> </ul>
Water	<ul style="list-style-type: none"> <li>• The need to safeguard surface and groundwater resources and to improve water quality.</li> <li>• The need to take account of the impact of development on the management of water. This should include assessing the risk of flooding, reducing that risk and mitigating its effects.</li> <li>• Ensuring that future development contributes towards increasing flood storage provision, improving drainage infrastructure and promoting the use of sustainable urban drainage techniques.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• Maintaining and improving air quality within the District in line with both National Air Quality Standards and the principles of best practice.</li> <li>• Seeking to secure a reduction in emissions from sources which contribute to poor air quality.</li> </ul>
Climate Change	<ul style="list-style-type: none"> <li>• Planning for the adaptation of and long-term resilience of the District to the impacts of climate change.</li> </ul>
Energy	<ul style="list-style-type: none"> <li>• Improving energy efficiency and increasing use of low-carbon and renewable energy.</li> </ul>

Baseline Topic	Issues to Address
Minerals and Waste	<ul style="list-style-type: none"> <li>• The need to encourage efficient use of extracted materials.</li> <li>• Conserving future deposits of minerals to meet future needs, particularly sandstone, whilst ensuring that existing demand can be met.</li> <li>• The need to reduce the growth in waste and increase the amount of waste which is re-used recycled and recovered.</li> </ul>
Socio-Economics	<ul style="list-style-type: none"> <li>• Meeting the needs of all current and future populations.</li> <li>• Accommodating these needs as far as possible within an urban area, which already has a densely developed core.</li> <li>• Reducing the environmental impact of development while achieving a good quality of life for all residents.</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Providing sustainable and affordable housing that allows flexibility to cater for lifetime needs.</li> <li>• Improving the quality of the existing housing stock.</li> <li>• The need to provide sufficient housing of a type and tenure to meet needs, particularly those of the elderly, black and ethnic minorities and gypsies and travellers, and to fulfil the aspirations of the population.</li> </ul>
Education	<ul style="list-style-type: none"> <li>• Lower than average education attainment levels in schools in the Bradford District.</li> <li>• The need to support the re-building and renewal programme for schools in the District.</li> </ul>
Access to Services and Facilities	<ul style="list-style-type: none"> <li>• The need to improve the quality and range of services available within communities and connections to wider networks.</li> <li>• Retaining good physical access to facilities for new development and improving quality, type and range of services to suit the needs of the local population and reduce the use of the private car.</li> <li>• Influence of planning and wider Council policies on propensity to use local facilities by deprived communities (e.g. open space).</li> </ul>
Tourism, Recreation and Leisure	<ul style="list-style-type: none"> <li>• The need to support sustainable tourism in the District.</li> <li>• The need to protect and enhance existing leisure and recreation facilities in Bradford District and to both increase provision and improve the quality of facilities to meet future demand.</li> <li>• The need to ensure that everyone has adequate access to quality leisure and recreation facilities in the District, including children and young people.</li> <li>• The need to support green infrastructure (i.e. a strategic network of green spaces and recreational corridors but also for individual open spaces of local importance).</li> </ul>
Deprivation	<ul style="list-style-type: none"> <li>• Significant pockets of Deprivation in Bradford District, particularly in terms of income and employment deprivation.</li> <li>• The need to improve the quality of life for all, particularly in the deprived neighbourhoods.</li> <li>• The impact of land use planning on community cohesion.</li> </ul>
Crime	<ul style="list-style-type: none"> <li>• Reducing crime and anti-social behaviour in Bradford District.</li> <li>• The need to improve safety and security for people and property (e.g. through design intervention) and to reduce fear of crime.</li> </ul>
Health	<ul style="list-style-type: none"> <li>• 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.</li> <li>• The need to improve health and well being, and to prevent ill health (e.g. through healthy eating and exercise).</li> <li>• The provision of health services, facilities and professional care needed to help people maintain their independence.</li> </ul>
Economic Performance	<ul style="list-style-type: none"> <li>• Supporting the potential of Bradford City Centre as a catalyst for growth.</li> <li>• The need to encourage and accommodate both indigenous and inward investment.</li> <li>• Creating an environment that is attractive to future growth sectors to improve performance in comparison with other locations,</li> </ul>

Baseline Topic	Issues to Address
Employment, Earnings and Skills	<ul style="list-style-type: none"> <li>• The high levels of unemployment in Bradford District.</li> <li>• The need to increase incomes and skill levels, particularly in those communities suffering high levels of deprivation.</li> <li>• The contribution of land use planning towards improving employment prospects and training for local residents.</li> <li>• Responding to future trends in employment and supporting the growth of self-employment.</li> </ul>
Transport and Infrastructure	<ul style="list-style-type: none"> <li>• The need to reduce congestion and emissions and to improve road safety in Bradford, particularly the safety of vulnerable users such as pedestrians and cyclists.</li> <li>• The provision of an integrated and efficient public transport system and a walking and cycling network in the District, which links different public transport modes.</li> <li>• There is a need to reduce dependency upon the car, particularly for access to employment, and to increase the use of more sustainable modes of transport, especially walking and cycling.</li> <li>• Integrating sustainability and resilience to climate change into the assessment of infrastructure projects.</li> </ul>

The sustainability issues identified are notably 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. Equally, sustainability indicators can be identified against policies and progress measured.

### 3.5 Habitats Regulations Assessment Findings

Urban Edge Consultants were appointed to undertake a HRA of Bradford's Core Strategy Further Engagement Draft (October 2011) DPD. Four nature conservation sites of European Importance were considered in the assessment – these are the North and South Pennine Moors SACs and SPAs. The report<sup>5</sup> and results of the assessment work undertaken for the HRA concluded that based on currently available evidence, *'it cannot be concluded that development proposed by the Core Strategy would not lead to adverse effects on any of these sites via the following impact pathways:*

- *Loss of supporting habitats;*
- *Increased emissions to air from road traffic;*
- *Collision mortality risk and/or displacement from wind turbine developments;*
- *Regional Impacts; and*
- *Urban edge effects.*

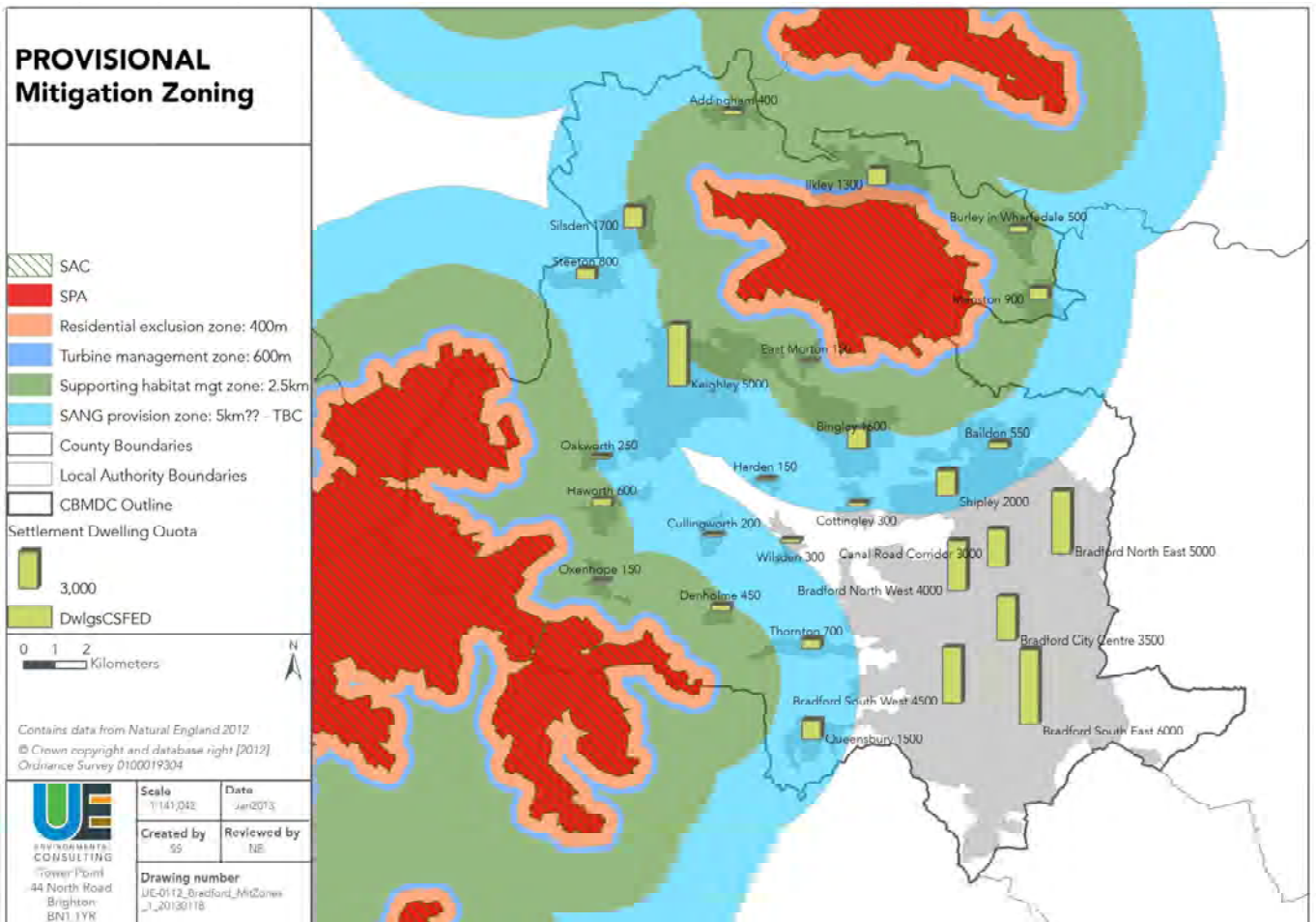
<sup>5</sup> Habitats Regulations Assessment for the City of Bradford District Core Strategy – Appropriate Assessment Report for the Further Engagement Draft Document (October 2011) May 2013

*It is not considered likely that there would be any adverse effects from increased water demand or impacts on water quality.'*

Concerns in relation to the overall level of housing being proposed within Bradford District were also outlined in the HRA due to the fact that adverse effects on the SACs and SPAs may not be capable of being avoided and mitigated. The HRA has recommended that residential allocations should ideally be located more than 2.5km away from the SAC/SPA boundary and within this zone recommends that new housing must avoid direct or indirect impacts on supporting habitats. The HRA also states that the extent of this zone should be guided by the results of bird and habitat surveys which are being undertaken in relation to the South Pennine Moors.

The HRA findings also indicates that a precautionary spatial strategy should be adopted, which would in the first instance seek to restrict residential development within 400m 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. There is also a case for considering a 600m zone for restricting the development of wind energy proposals, at least until further research and monitoring evidence becomes available. **Figure 3.1** below shows the provisional mitigation zoning recommended by the HRA.

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





Source: Figure 8.1 from HRA for the Bradford District Core Strategy: Appropriate Assessment Report (May 2013)

The Publication Draft Core Strategy has addressed this issue of mitigation zoning through the development of a specific additional Strategic Core Policy. Policy SC8 seeks to protect the South Pennine Moors and their zone of influence. The policy states that development will not be permitted where it would be likely to lead to adverse effects on this sensitive designation and references the zones in the HRA. The policy includes a commitment to monitoring effects upon the SPA / SAC. Some re-distribution of development away from settlements within the 2.5km buffer zone has also taken place.

## 4. Vision and Objectives Compatibility Test

### 4.1 Introduction

As advised in ODPM SA guidance<sup>6</sup> it is important to ensure that any vision or objectives proposed in the Core Strategy are in accordance with sustainability principles. In consequence the Vision and draft Plan Objectives were tested for their compatibility with the SA objectives.

### 4.2 Core Strategy Vision

The Vision for Bradford in the Publication Draft Core Strategy is that by 2030 *‘the Bradford District has become a key driver of the Leeds City Region’s economy and a much sought after and desirable location where people want to live, do business, shop and spend their leisure and recreation time.... This growth has driven the economic and social transformation of the district. Sustainable development and management has been at heart of this growth and prosperity. The District’s unique landscapes, heritage and biodiversity assets have played a vital role in making great places that encapsulates what makes Bradford so special. Economic transformation of the district has been achieved based on Bradford’s key strengths of its unique young, growing and international workforce as well as its culture of entrepreneurship, high quality places where businesses can thrive and its rich historic and cultural identity and wealth of environmental assets’.*

The Vision aims for *‘growth [that] has driven the economic and social transformation of the district [with] sustainable development and management at [the] heart of this growth and prosperity’.* The growth of the City of Bradford and the towns along Airedale and Wharfedale will be supported by a significant increase in the delivery of new houses, both market and affordable. In consequence, the Vision will have positive impacts on a number of the SA objectives. The Vision will help to deliver economic growth across Bradford, which will have positive impacts in relation to job creation, education and training opportunities and attracting inward investment into Bradford. Making Bradford a much sought after and desirable location to live, do business, shop and spend leisure and recreation time will have a range of positive impacts and in particular will have positive social impacts as it will help improve the whole District of Bradford and in particular the range of services on offer and the quality of all neighbourhoods.

The Vision will help to ensure that the future development of Bradford reflects the special qualities of Bradford, including its wealth of environment assets which will help in relation to protecting the environment of Bradford. The environment of Bradford has a number of features, including the Saltaire World Heritage Site and the South Pennine Moors SPA and SAC which are 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 these designations and more generally for the environment of Bradford.

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<sup>6</sup> ODPM (2005) *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*

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

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

**Table 4.1 Summary of the Objectives Compatibility Test**

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain				
SA Objectives	Spatial Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	+	?	?	?	?	?	?	-	0	+	0	++	0	0	+
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	?	?	?	?	?	?	?	?	+	0	0	0	0	0	0	++
3. Reduce the district's impact on climate change and vulnerability to its effects	?	+	?	?	?	?	?	?	-	0	0	0	++	0	0	+
4. Safeguard and improve air, water and soil resources	?	?	?	?	?	?	?	?	-	0	+	+	+	0	+	++
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	?	?	?	?	?	?	?	?	0	+	+	0	0	++	+
6. Maintain and enhance the character of natural and man made landscapes	?	?	?	?	?	?	?	?	?	0	+	+	0	0	+	+
7. Protect and enhance historic assets and their settings	?	?	?	?	?	?	?	?	?	0	+	++	0	0	0	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain				
SA Objectives	Spatial Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	++	0	++	0	0	0	0	0	+	0	0	0	0	0	0
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	0	?	0	0	0	0	0	++	+	0	0	0	0	0	0
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	++	?	0	?	?	?	0	+/-	+	0	0	0	+	0	0
11. Improve the quality of the built environment and make efficient use of land and buildings	-	++	?	?	?	?	?	?	0	0	++	+	0	0	0	0
12. Improve the quality and range of services available within communities and connections to wider networks	?	?	+	?	?	?	?	0	+	+	0	0	0	0	0	0
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	+	+	+	?	?	?	?	0	++	+	+	0	+	+	0
14. Create good cultural, leisure and recreation activities available to all	-	?	?	?	?	?	+	?	+	+	0	+	0	++	+	0
15. Improve safety and security for people and property	?	?	?	?	?	?	?	?	+	?	+	0	0	?	0	0
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	?	?	?	?	?	?	?	?	+	+	+	0	0	+	0	0
17. Promote education and training opportunities which build the skills and capacity of	0	0	?	0	+	+	0	++	+	+	0	0	0	0	0	0

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain				
SA Objectives	Spatial Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
the population																
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	?	?	0	0	+	+	?	0	+	+	0	0	0	0	0	0
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	?	+	0	?	+	?	0	+	0	0	0	0	0	0	0

#### 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 15, 18 and 19. Although several of the proposed spatial objectives are partially compatible with these SA objectives as they generally support the SA objective, none are highly compatible.

The compatibility of spatial objectives 1 to 8 with the majority of the SA objectives is uncertain, as these spatial objectives promote and/or are likely to result in new development, which, depending on its design, type and location, could potentially have a positive and/or negative environmental or social impact. In addition, several of the spatial objectives have no relationship with the SA objectives, reflecting the specific nature of each objective.

Spatial objective 9 has been identified as being partially incompatible with SA objectives 1, 3 and 4 as it promotes development of highway systems and in turn could encourage greater vehicle (and in turn greater use of finite fossil fuel reserves, an increase in greenhouse gas emissions and impacts on air quality). In addition, spatial objective 1 is partially incompatible with SA objective 11 relating to the efficient use of land and buildings, as it promotes development in Airedale and Wharfedale, which would involve use of greenfield land. Notwithstanding this, these issues are covered within several of the other proposed spatial objectives and therefore no amendment to spatial objectives 1 and 9 to address these conflicts is considered necessary.

## 5. Sustainability Appraisal of the Core Strategy Preferred Spatial Development Option

### 5.1 The Development of the Preferred Spatial Development Option

#### 5.1.1 Previous Spatial Development Options Considered

The Preferred Spatial Development Option has also been prepared in light of the previous sustainability appraisal of options (March 2009) which evaluated the comparative performance of four alternative approaches. These have not been re-appraised here but are detailed below in **Table 5.1** for completeness.

**Table 5.1 Previous Spatial Options Considered**

Option	Growth Quantum and Split	Employment
<b>Spatial Option 1: RSS Settlement Hierarchy Option</b>	<p>Relates directly to the settlement hierarchy as set out in the modified RSS. It is proposed that the housing requirement would be split as follows:</p> <p><b>65% (32,500) of homes in the Sub Regional City</b> (Bradford/Shipley/Baildon south of Otley Road)</p> <p><b>30% (15,000) homes in Principal Towns</b> (Ilkley and Keighley)</p> <p><b>5% (2,500) homes in Local Service Centres</b> (Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).</p>	<p>Employment development would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.</p>
<b>Spatial Option 2: Continuation of the RUDP</b>	<p>Based on the existing RUDP, but with modifications based on masterplan proposals, community consultation, emerging settlement hierarchy, modified RSS and existing transport infrastructure. It is proposed that the housing requirement would be split as follows:</p> <p><b>50% (25,000) of homes in the Sub Regional City</b> (Bradford/Shipley/Baildon south of Otley Road)</p> <p><b>30% (15,000) homes in Principal Towns</b> (Ilkley, Keighley and Bingley)</p> <p><b>20% (10,000) homes in Local Service Centres</b> (Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).</p>	<p>Employment development would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.</p>
<b>Spatial Option 3: Focused Growth Points around the Sub Regional City</b>	<p>Based on the RSS hierarchy, with development focused on growth points in and surrounding the north and east of Bradford / Shipley / lower Baildon in line with the growth point initiative being promoted by the Leeds City Region. It is proposed that the housing requirement would be split as follows:</p> <p><b>70% (35,000) of homes in the Sub Regional City</b> (Bradford/Shipley/Baildon</p>	<p>Employment development would be concentrated in existing employment zones, as identified in the RUDP, South Bradford and the growth areas</p>

Option	Growth Quantum and Split	Employment
	south of Otley Road) <b>20% (10,000) homes in Principal Towns</b> (Ilkley, Keighley) <b>10% (5,000) homes in Local Service Centres</b> (Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton and Wilsden).	around Bradford / Shipley / Lower Baildon and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.
<b>Spatial Option 4: Dispersed Growth Points</b>	Based on the concept of sustainable dispersed growth points linked to the RSS growth point initiative, masterplans, and existing transport corridors. It is proposed that the housing requirement would be split as follows: <b>65% (32,500) of homes in the Sub Regional City</b> (Bradford/Shipley/Baildon south of Otley Road) <b>10% (5,000) homes in Principal Towns</b> (Ilkley, Keighley) <b>20% (10,000) homes in Local Growth Centres</b> (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton). <b>5% (2,500) in Local Service Centres</b> (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden).	Employment development would be concentrated in existing employment zones, South Bradford and the growth areas around the Sub Regional City, and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Spatial Options 1 to 3 focused the majority of housing in the Sub Regional City. Although this will help to address housing requirements in this area, focusing the majority of housing in the Sub Regional City will limit housing development in Local Growth Centres / Local Service Centres and Principal Towns, where affordability is an issue. Limiting housing development in Local Services Centres in particular may affect the viability of affordable housing provision in these areas and exacerbate affordability issues. Spatial Options 1 to 3, which proposed concentrating development in the Sub Regional City and limiting housing development in the smaller towns / villages. The issues and options appraisal also noted that there may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller sites in the city centre. The Council's response to the SA of the Options previously developed is set out in **Appendix B**.

### 5.1.2 Preferred Spatial Development Option

The preferred option is a hybrid of the previous spatial options considered, which focuses developments on Previously Developed Land (PDL) and economic growth regeneration areas in the Regional City, as well some new housing in the principal towns, local growth centres and local service centres. It reflects the outcome of earlier consultation and responses to the SA findings. It takes a settlement hierarchy approach to distributing housing and employment land across the District. The proposed broad location of development and allocation of housing and employment land across the district is set out in **Tables 5.2 and 5.3 below**.



**Table 5.2 The Preferred Spatial Development Option (Housing)**

Focus	Housing quantum (% of total)	Split	Delivery
Regional City of Bradford	28,650 (68%)	City Centre (3,500); Canal Rd (3,200); Shipley (1,250); SE Bradford (6,000); NE Bradford (4,700); SW Bradford (5,500); NW Bradford (4,500)	Unimplemented sites New allocations focusing on PDL RUDP safeguarded land Growth areas (City Centre; Shipley & Canal Rd Corridor) Urban extension at Holme Wood Local green belt deletions
Principal Towns	6,700 (16%)	Keighley (4,500); Bingley (1,400); Ilkley (800)	Unimplemented sites New allocations focusing on PDL RUDP safeguarded land Local green belt deletions
Local Growth Centres	3,400 (8%)	Silsden (1,000); Queensbury (1,000); Steeton with Eastburn (700); Thornton (700);	Unimplemented sites New allocations prioritising use of PDL RUDP safeguarded land Growth areas – Queensbury, Silsden, Steeton with Eastburn Local green belt deletions in most settlements
Local Service Centres	3,350 (8%)	Addingham (200), Baildon (450), Burley in Wharfedale (200), Cottingley (200), Cullingworth (350); Denholme (350), East Morton (100), Harden (100); Haworth (500), Menston (400), Oakworth (200), Oxenhope (100), Wilsden (200).	Unimplemented sites New allocations prioritising use of PDL RUDP safeguarded land Local green belt deletions in most of the settlements

**Table 5.3 The Preferred Spatial Development Option (Economy)**

Focus	Economic Quantum (% of total)	Delivery
Regional City of Bradford	97ha (72%)	Unimplemented sites Other committed sites with planning permission for employment use Sites already identified in existing regeneration strategies for Bradford City Centre Sites identified in forthcoming and emerging masterplans including that for the Shipley / Canal Road Corridor (including Manningham) and the Leeds-Bradford Corridor New sites which are considered suitable for employment use Local green belt deletions (as determined by the Allocations DPD) for North Bradford – tied into the locational benefits of proximity to Leeds/Bradford Airport; and South East Bradford as part of urban extension at Holme Wood.

Focus	Economic Quantum (% of total)	Delivery
Airedale Corridor	28ha (21%)	Unimplemented sites Other committed sites with planning permission for employment use Sites already identified in existing regeneration strategies for Airedale Local green belt deletions in East and North East of Keighley
Wharfedale Corridor	10ha (7%)	Unimplemented sites Other committed sites with planning permission for employment use

The preferred option takes a sequential approach to allocating land which seeks to prioritise the use of deliverable PDL, focuses as much development as is practicable and deliverable within the existing urban area and minimises the amount of dispersal of development to edge of settlement locations and the need for changes to Green Belt. In identifying and comparing sites for development, the Local Plan will adopt an accessibility orientated approach to ensure that development makes the best use of existing transport infrastructure and capacity and seeks to maximise sustainable transport options to provide access to community facilities and infrastructure. The preferred option therefore seeks to achieve a more sustainable pattern of development across the District.

The distribution of housing has changed since publication of the Further Engagement Core Strategy. This has been due to the need to take account of the findings of the HRA and the Appropriate Assessment report. In particular the need to take account of the provisional mitigation zoning recommended around the South Pennine Moors SPA and SAC has resulted in a reduced amount of housing for some of the towns and villages, particularly those which are in close proximity to the SPA and SAC. In addition the housing distribution also reflects the updated evidence base for the Local Plan, in particular land supply data from the SHLAA update and also from representations made at the Core Strategy Further Engagement Draft stage.

Housing sites will be identified, assessed, compared and allocated according to a range of sustainability principles that include:

- Prioritising the allocation of sites which would remedy identified deficiencies in local infrastructure and services including open space, community and education facilities;
- Minimising the use of green belt land within the Plan area;
- Maximising positive environmental benefits of development by prioritising the allocation of sustainably located sites; and
- Minimising adverse environmental impacts of housing growth, in particular with regard to climate change, biodiversity and flood risk, by wherever possible.

There is greater flexibility in the provision of affordable housing; however, provided that the apportionment ensures that local and affordable housing need would be met in Local Growth Centres and Local Service Centres, overall such changes remain compatible with the outcomes of a more sustainable form of development.

## 5.2 Sustainability Appraisal of the Preferred Spatial Development Option

The following table presents a summary evaluation of the overall sustainability performance of the Preferred Spatial Development Option, broken down by the hierarchy of settlements identified in the plan, with an analysis of effects set out in section 5.2.1.

**Table 5.4 Summary Appraisal of the Sustainability Performance of the Preferred Spatial Development Option**

SA Objective	Bradford	Principal Towns	Local Growth Centres	Local Service Centres	Comments
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	++	++	+	+	Whilst there are opportunities to promote renewable energy at all scales of development, these are likely to be most significant in areas which are the focus of most significant growth as economies of scale are important in the application of technologies such as Combined Heat and Power. In addition, where the renewable energy facility can be the focal point of a wider network (serving community buildings for example) the benefits are commensurately greater. These opportunities are more likely to be in established urban areas.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	+	+	?	?	Whilst growth in waste will be associated with additional housing and employment development, there are opportunities to enhance opportunities for recycling etc, particularly in areas which are the focus of growth, and can be connected to renewable energy facilities. New housing development in the Sub Regional City and the Principal Towns in particular could be served by kerbside collection services of two or more recyclables and waste transportation distances may be reduced. These areas also have a range of recycling facilities. There may be fewer recycling facilities in the smaller and more rural towns and villages and so impacts from the preferred spatial option
3. Reduce the district's impact on climate change and vulnerability to its effects	++	++	+	+	The Preferred Spatial Development Option will help to reduce the need to travel by car through, through locating development in locations which minimises the need to travel, which will have positive impacts in relation to climate change.  Given that the scale of development proposed is greatest in the Regional City of Bradford and then the Principal Towns, positive impacts will be greatest in these areas, with more minor impacts in the Local Growth and Service Centres.

SA Objective	Bradford	Principal Towns	Local Growth Centres	Local Service Centres	Comments
4. Safeguard and improve air, water and soil resources	++	++	+	+	The preferred spatial development option will see a significant amount of new development focussed on already developed areas, which will help to avoid use of greenfield land and have positive impacts on these resources. It will also help reduce the need to travel which will have beneficial impacts on air resources.
	?	?	?	?	However, and in order to meet development needs Green Belt releases will be required which could have adverse impacts on these resources, depending upon the quality of the land allocated.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	+	+	+	Protection of the District's significant stock of biodiversity assets is promoted through focussing a significant amount of new development in the urban areas.
	?	?	?	?	However, a proportion of the housing and employment development will need to come from local Green Belt releases. Local impacts from this and the use of PDL, which can be a valuable wildlife resource, will have to be carefully monitored.
6. Maintain and enhance the character of natural and man made landscapes	+	+	+	+	The preferred spatial development will contribute to the use of PDL, which would have positive impacts in relation to landscape.
	-	-	-	-	However, an amount of greenfield will be required to deliver the development set out in the preferred spatial development option, which would have negative impacts in relation to landscape.
7. Protect and enhance historic assets and their settings	+	+	+	+	Direct damage to historic assets and their settings will be controlled by appropriate development management policies. Whilst the level of proposed growth should not result in damage, cumulatively, there could be longer term issues if the settings of historic assets are encroached upon, for example. Careful monitoring will be required in order to avoid uncertain or adverse impacts upon this objective.
	?	?	?	?	
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	++	++	++	++	In principle, the allocation of growth according to a settlement hierarchy approach (i.e. appropriate to local conditions) will result in greater housing choice and access to affordable housing, in particular. However, the local effects of such an approach will have to be carefully monitored in order to ensure that suitable provision is being made and desirable outcomes achieved through the provision of sufficient numbers of affordable homes, for example.
	?	?	?	?	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising	+	+	+	+	The Preferred Spatial Development Option will help to focus development in previously developed locations, which will provide opportunities for public transport

SA Objective	Bradford	Principal Towns	Local Growth Centres	Local Service Centres	Comments
detrimental impacts	?	?	?	?	improvements to support this development. However, the extent to which the preferred spatial development option will have positive impacts upon this objective is uncertain as specific policies elsewhere in the Plan and other DPD's will help to deliver an integrated and efficient transport network/
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	+	+	+	The Preferred Spatial Development Option will help to focus development in locations which will reduce the need to travel. This will also help reduce congestion and pollution and have positive impacts on this objective.
11. Improve the quality of the built environment and make efficient use of land and buildings	+	+	+	+	Primarily achieved through development management policies, the preferred spatial development option will contribute to the use of PDL wherever possible, which will have positive impacts upon this objective.
	-	-	-	-	However, local Green Belt releases will be required in order to deliver the housing and employment allocations set out in the preferred spatial development which scores negatively upon this objective. It is noted though that these releases will only be allowed where consistent with the Plan's sustainability principles, to permit development of settlements in sustainable locations and where other sources of supply have proved insufficient.
12. Improve the quality and range of services available within communities and connections to wider networks	++	++	++	+	Concentration new development in previously developed areas will help to reinforce and secure additional service provision in these areas which will have positive impacts.
				?	However, these positive effects are therefore likely to be concentrated in certain locations, and this balance will have to be monitored in order that other areas are not disadvantaged. Given the remote nature of some the local service centres, monitoring will be particularly important in these locations.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	+	+	+	As part of the growth agenda set out in the preferred spatial development option, there will be opportunities for improving local participation in agreeing the detail (such as design quality) of new development. Monitoring of these opportunities will need to be undertaken.
14. Create good cultural, leisure and recreation activities available to all	++	++	++	+	Focusing development through the preferred spatial development will assist the prospects of securing additional cultural, leisure and recreation activities available to all. Positive effects are likely to be

SA Objective	Bradford	Principal Towns	Local Growth Centres	Local Service Centres	Comments
				?	concentrated in certain locations, and this balance will have to be monitored in order that other areas are not disadvantaged. This will be particularly important in the local service centres, given the remote locations of some of these.
15. Improve safety and security for people and property	0	0	0	0	Achievement of this objective will be through the design policies in the Plan and development management policies and is not directly related to the preferred spatial development option.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	++	++	++	+	The preferred spatial development option will help to deliver new housing and economic development across the district which will help provide the conditions and services to improve health and well being.
	?	?	?	?	Careful monitoring will be required in order to ensure that positive effects from the preferred spatial development option are not just concentrated in certain locations in order to ensure that other areas are not disadvantaged. This will be particularly important in the local service centres, given the remote locations of some of these.
17. Promote education and training opportunities which build the skills and capacity of the population	++	++	++	+	Focusing development in identified locations through the preferred spatial development will assist the prospects of securing additional educational provision and training opportunities. Positive effects are likely to be concentrated in certain locations, and this balance will have to be monitored in order that other areas are not disadvantaged. This will be particularly important in the local service centres, given the remote locations of some of these.
				?	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	++	++	+	Focusing development through the preferred spatial development option will assist the prospects of securing additional employment opportunities. Positive effects are likely to be concentrated in certain locations, and this balance will have to be monitored in order that other areas are not disadvantaged. This will be particularly important for the local service centres, due to the remote location of some of these places.
				?	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	+	+	+	The preferred spatial development option will help to encourage inward investment across Bradford through allocation of new housing and employment land. Careful monitoring will be required to ensure that such investment does not disadvantage other areas and avoid uncertain or negative impacts.
	?	?	?	?	

A key element of the emerging Core Strategy 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 development, making best use of existing services and brownfield land, whilst recognising that as part of a sequential approach, a requirement for greenfield land is likely to be necessary in order to deliver the development set out in the preferred spatial development option and to ensure development in sustainable locations.

## 5.2.1 Summary of Effects by Settlement Hierarchy

### Bradford

The preferred strategy seeks to regenerate the City of Bradford through a variety of measures including the re-use of PDL, provision of new housing and new employment land, improving the quality of the built environment and developing an efficient transport network. These measures will help to have a positive impact upon some of the key problems facing Bradford including retail outlet vacancy rates, low investor confidence, and lack of services in the City Centre.

Equally, a key challenge for the City of Bradford is to ensure that there is adequate provision of good choice of housing given the abundance of apartments in the City Centre and to help any stalled developments become completed by providing the right conditions for inward investment in Bradford. New housing in Bradford city centre would be well located in relation to the public transport network (high frequency bus and rail), the cycle network, services / facilities and employment. These aspects reduce the need to travel by car for short journeys and help to encourage use of more sustainable modes of transport, which can help to reduce car related greenhouse gas emissions and the effect of car travel upon local air quality. New housing in Bradford city centre is likely to be well located in relation to services / facilities, and also to the public transport network, enabling access to services / facilities in other parts of the District.

Key environmental issues for this area include the floodplain associated with the River Aire, the high concentration of heritage assets (including Saltaire World Heritage Site to the north of the Canal Road Corridor), and green space and open space provision. The requirement for green belt releases cannot be avoided due to the need to ensure the location of new development in more sustainable locations and so has negative impacts in relation to making efficient use of land.

### Principal Towns

Keighley, Bingley and Ilkley are the principal towns identified in the plan. The plan will have positive impacts on the evolution of the Principal Towns through allocation of the housing and economic development identified in the preferred spatial development option, which will help to create new jobs and make the Principal Towns more sustainable places to live and work.

The settlement study for Keighley notes a lack of affordable housing and severe deprivation as key problems for the town and so the provision in the Plan to provide affordable housing and create new jobs will help to regenerate Keighley and have positive impacts upon the town.



The SHLAA notes that there is potential to further boost brownfield redevelopment (over and above that identified in the SHLAA) in Bingley subject to opportunities becoming available and market conditions being favourable. This would help to further regenerate Bingley and so improve the quality of the built environment.

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

Development in Keighley, Ilkley, Bingley, East Bradford, Holme Wood and Esholt is likely to result in the loss of greenfield land, including green belt land, which contributes positively to landscape character and plays an important role in preventing urban sprawl and maintaining countryside character and openness. However, it is recognised that green belt releases are unavoidable in order to meet housing need. Development of greenfield land along the urban fringe could also impact upon visual amenity and sense of place. In terms of biodiversity, the close proximity of the South Pennine Moors SPA, SAC and SSSI is a significant consideration in relation to development at Ilkley and Keighley.

## Local Growth Centres

The local growth centres identified in the plan include Silsden, Queensbury, Streeton with Eastburn and Thornton. The preferred spatial development option will have some positive impacts on these service centres through the provision of new housing, improvements to public transport and the built environment, and new employment land, which will help to create jobs and help ensure that these growth centres are more sustainable places to live and work.

Although there is the potential for new development in local growth centres / local service centres to be able to access existing local public transport services, the cycle network, local services / facilities and employment, provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities and employment elsewhere. Notwithstanding this, it is noted that Queensbury, Steeton with Eastburn and Thornton are served by rail and / or high frequency bus, which may help to encourage public transport use.

Overall it is considered that the preferred spatial development option will have positive impacts on the local growth centres. It is recommended that all of the settlement studies are reviewed to ensure that the plan is meeting noted deficiencies in the local growth centres as far as possible.

## Local Service Centres

The local service centres identified in the plan are, Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope and Wilsden. The preferred spatial development option will have positive impacts on these centres through allocating housing and employment land to meet local need.

Haworth and Oakworth are in close proximity to the South Pennine Moors SAC and SPA. Careful consideration will need to be given to ensure that the proposed new housing in these areas does not have any adverse effects on

the SAC and SPA though it is recognised that this will be a key consideration for specific site allocations and that such allocations will need to take account of the Strategic Core Policy 8 (SC8) that addresses development within the zone of influence of the South Pennine SAC and SPA, as well as any further findings of the HRA.

Depending upon the location of new housing in Cottingley, Baildon, Menston, Burley, Addingham, Silsden, Steeton, Harden and Wilsden, there is the potential for development in these towns to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns. This will require careful monitoring and appropriate mitigation to avoid any adverse impacts of developing such land.

For some of the local service centres, greenbelt releases will be required in order to deliver the development outlined in the Preferred Spatial Development Option. This has negative impacts in relation to making efficient use of land. However, as with other areas in the district such releases will be needed to meet development needs in these centres and to ensure that development is in sustainable locations. HRA will need to be undertaken for any development that could potentially have an adverse effect upon the integrity of the South Pennine Moors SPA and SAC.

East Morton and Burley in Wharfedale are within 1km of the South Pennine Moors SPA and SAC. Menston, Haworth, Oxenhope and Addingham are within 2km. Wilsden, Denholme, Thornton, Cottingley, Cullingworth, Harden, Oakworth, Baildon, Queensbury, Steeton with Eastburn and Silsden are within 5km. New housing and employment development in these locations will need to take this into account and be consistent with the requirements of the 2.5 km buffer zone around the European sites.

Overall it is considered that the preferred spatial development option will have positive impacts on the local service centres. It is recommended that all of the settlement studies are reviewed to ensure that the plan is meeting noted deficiencies in the local service centres as far as possible.

## On The District As A Whole

Overall effects on the district as a whole from the preferred spatial development option are considered to be positive. The preferred spatial development option will help to deliver a range of new housing and employment development to meet local need, will help to regenerate towns and villages and reduce the need to travel, which also has positive environmental impacts in relation to reduced vehicle emissions.

Careful attention will need to be paid to the impacts of growth on service provision. For example, the Settlement Study identifies a lack of healthcare services in Bradford City Centre, Canal Road Corridor, Baildon south of Otley Road, along the East Bradford urban fringe, Holme Wood, Esholt, East Morton, Harden, Oxenhope, Cullingworth, Denholme, Oakworth, Steeton with Eastburn, Menston, Thornton, Wilsden and poor access to healthcare in Shipley. Similarly, the Settlement Study identified deficiencies in leisure and recreation provision in Bradford city centre, the Canal Road Corridor, East Bradford, Addingham, Cottingley, Harden, Cullingworth and Menston, Baildon, Oakworth and East Morton.

For specific environmental effects relating to water quality and flood risk, Bradford city centre, Keighley, Ilkley, Bingley, the Canal Road Corridor, land south of Otley Road, Esholt, land south of Oakenshaw and all of the Local Growth Centres / Local Service Centres (with the exception of Queensbury), parts of these areas lie within Flood

Zones 2 and 3, including safeguarded employment sites and / or Green Belt land in Keighley, Ilkley and land south of Otley Road. Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, East Morton, Harden, Menston, Silsden and Steeton in particular are within or in close proximity to significant areas of floodplain. The effect is likely to be greatest where large scale development is concentrated in a specific area. By contrast, East Bradford, Holme Wood and Queensbury are not located within the floodplain and there are no main watercourses in the proximity.

There will be a need for an amount of greenfield land to be developed through local Green Belt releases. Whilst it is recognised that this cannot be avoided in order to meet development needs, careful monitoring of such releases and subsequent development will be required in order to ensure adverse impacts upon the South Pennine Moors SPA and SAC are avoided. Account will also need to be taken of the recommended mitigation zoning around this designation, as identified in the HRA, though it is recognised that will be able to be considered further in the Site Allocations and Area Action Plan documents.

### 5.3 Sustainability Appraisal of the Draft Policies

**Table 5.5** summarises the results of the appraisal 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 5.5 Summary Appraisal of the Performance of the Publication Draft Core Strategy Policies

SA Objective	Strategic Core Policies									
	Sub Area Policies					Strategic Core Policies				
	Economy	Housing	Transport	Environment	Minerals	Waste	Design	Implementation		
1. Ensure the prudent and efficient use of natural resources	++	++	0	++	-	+	0	?	0	0
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled and recovered	+	+	0	0	-	++	0	+	0	?
3. Reduce the district's impact on climate change and vulnerability to its effects	+	0	++	++	0	+	0	+	0	?
4. Safeguard and improve air, water and soil resources	+	?	+	++	?	+	0	+	0	?
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	++	?	++	++	+	+	0	+	0	?
6. Maintain and enhance the character of natural and man made landscapes	+	+	0	++	+	+	++	+	++	?
7. Protect and enhance historic assets and their settings	+	?	0	++	0	+	++	+	++	?
8. Provide the opportunity for everyone to live in quality housing which reflects individuals needs, preferences and resources	++	++	0	0	+	0	++	+	++	?
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	++	0	++	0	0	0	0	+	0	?
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	++	+	++	0	?	0	0	0	0	++

SA Objective	Strategic Core Policies										Implementation						
	Sub Area Policies		Economy		Housing		Transport		Environment		Minerals		Waste		Design		
11. Improve the quality of the built environment and make efficient use of land and buildings	++	+	-	+	-	+	0	0	++	+	0	0	0	++	+	+	-
12. Improve the quality and range of services available within communities and connections to wider networks	++	++	++	++	0	+	+	0	0	0	0	0	0	0	++	++	++
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	++	++	+	+	++	+	+	+	+	0	0	0	0	0	++	++	++
14. Create good cultural, leisure and recreation activities available to all	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+
15. Improve safety and security for people and property	+	+	0	0	0	0	0	0	0	0	0	0	0	0	++	+	+
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	+	++	?	+	+	++	++	++	++	+	0	0	0	0	0	+	+
17. Promote education and training opportunities which build the skills and capacity of the population	+	++	++	++	?	?	0	0	0	0	0	0	0	0	0	++	++
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	++	++	++	?	?	0	0	0	0	?	?	0	0	0	++	++
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	++	++	++	?	?	+	+	0	0	?	?	0	0	0	++	++

### 5.3.1 Strategic Core Policies

Generally, the Strategic Core Policies have a number of positive impacts or at worst neutral impacts, with uncertain impacts on a small number of occasions.

Policy P1 sets out a presumption in favour of sustainable development and states when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Whilst the policy will have positive impacts in relation to delivering sustainable development, it is recommended that careful consideration is given to the wording of this policy to ensure that it articulates what sustainable development means for Bradford in preference to restating the NPPF policy.

There are a number of positive impacts on the environmental objectives, particularly through Policy SC1 which seeks to protect and enhance the district's environmental resources and to ensure that developments are of high quality and to have positive impacts on the natural and built environment in way which protect historic assets and their settings. This policy will also have positive impacts on the transport objectives as sustainable forms of transport are promoted. Policy SC2 also has positive impacts on some of the environmental objectives through efforts to encourage better energy, resource and water use and sustainable modes of transport. Furthermore, Policy SC8 specifically seeks to protect the South Pennine Moors SAC and SPA and their zone of influence whilst enabling some development to meet local needs to take place.

With regards to the location of development there are uncertain impacts on wildlife and habitats as the Policy SC5 does not mention wildlife or habitats with regards to selecting sites for development. It is therefore recommended that for the locations of development consideration is given to wildlife and habitats.

The fact that the Green Belt policy (SC7) allows for some local Green Belt releases to facilitate new development means the policy scores negatively against the landscape objective. However, it is recognised that this is unavoidable and in the overall context that the Green Belt will have an important role in supporting an urban and rural renaissance.

Generally there are positive impacts from a number of the policies on the economic and training objectives, particularly Policy SC3 which seeks to realise the potential of the Leeds City Region and to ensure benefits are spread across the City Region. Policy SC4 seeks to focus the majority of new development in Bradford, Principal Towns, and sustainable rural locations, whilst Policy SC6 seeks to realise the economic benefits of green infrastructure with regard to the potential for job creation.

### 5.3.2 Sub-Area Policies

#### City of Bradford including Shipley and Lower Baildon Sub Area

The policies will have a number of positive impacts upon the city of Bradford and the Shipley and Lower Baildon Sub Area. The new housing proposed should help to meet identified need in the area and ensure that everyone has the chance to live in good quality housing which meets their needs.

The urban regeneration and renewal priorities should help to deliver improvements to the quality of the built environment, help to attract inward investment in these areas, particularly through the creation of a new CBD in the city of Bradford, support for other economic development in Bradford and Shipley and enhancements to the historic environment,.

The policies identify a number of public transport and road improvements, which will help to ease congestion and develop an efficient and integrated transport network. Whilst the road improvements could result in an increase in car use, the policies encourage use of sustainable modes of transport, with subsequent beneficial impacts in relation to air quality and climate change. Improvements to public transport will also help to ensure that new housing and economic development is sustainable and will help avoid reliance on the car and have beneficial health impacts through helping to reduce vehicle emissions.

As identified for the other sub area policies phasing of public transport improvements will be important to ensure that the regeneration, new housing and economic development proposed is as sustainable as possible and can be accessed by public transport.

The regeneration which will be delivered by the investment priorities for this area will also have positive impacts. The investment priorities will also have economic benefits through renewal of training programmes and investment in a new CBD for Bradford.

The policies will have some uncertain impacts, in relation to the potential impacts of the transport improvements identified. If there are not appropriate environmental safeguards in place then there could be adverse impacts upon the local environment from the improvements identified.

The construction of the South East Bradford link road is proposed to provide a new connection to the motorway network. This would increase accessibility and contribute positively to reducing congestion but could compromise the natural environment and quality of life of this locality. The South East Bradford area includes Green Belt, several Bradford Wildlife Areas, Conservation Areas and Listed Buildings, open space and floodplain associated with the River Aire. Careful monitoring of the development of this road will be required to avoid adverse impacts.

Negative impacts relate in the main to the need for local Green Belt releases, although it is noted that these are required to meet development needs in this area and to ensure that new development is in sustainable locations and also in relation to the potential adverse impacts from the public transport improvements identified if the delivery of these improvements is not controlled with appropriate environmental safeguards. Negative impacts also arise due to the fact that the investment priorities do not include the requirement for waste management.



## Wharfedale Sub Area

The policies will have a number of positive impacts on the Wharfedale Sub Area. There will be positive environmental impacts particularly in to the protection of the historic environment and biodiversity. The policy seeks to enhance the role of the River Wharfe and recognises the importance of field patterns, tree cover and the wider context of moorland, river and woodland in habitats for a diverse range of species.

The policies will have positive economic impacts. Support for the roles of Ilkley Town Centre, Burley in Wharfedale, Addingham and Menston for a mix of retail and leisure uses and also office development for Ilkley will help to create job opportunities in these areas and help to ensure that local needs are met. This will also help to attract inward investment into these towns.

Whilst it has been identified that the new housing proposed for the Wharfedale Sub Area may have uncertain impacts in relation to transport, due to existing issues with the public transport in the Wharfedale Sub Area, the improvements to public transport outlined in the Wharfedale Sub Area policies should have a significant positive impacts and will help to ensure that the new housing developed will be sustainable. Current uncertainties on the effects related to transportation, have consequential effects on climate change and air quality.

Land use and public access impacts on the South Pennine Moors SPA, SAC and SSSI is a key consideration since the new housing and the resulting increased population in Ilkley and other Wharfedale towns could have adverse impacts on the South Pennines SPA, SAC and SSSI. However, through the approach taken in the policy itself as well as the overarching Strategic Core Policy SC8 any development that would have an adverse impact on the SAC/SPA would not be permitted and so no adverse effects should occur.

Due to the need for local Green Belt releases in the Wharfedale Sub Area there are negative impacts in relation to making efficient use of land and on landscapes.

There is also potential for Green Belt releases to have adverse impacts in relation to the suggested mitigation zoning for the South Pennine Moors SPA and SAC. However, it is recognised that Green Belt releases are required in order to deliver the development needs of this area. Furthermore, land allocations will follow the sequential approach outlined in Strategic Core Policy SC5 (first priority to the re-use of deliverable and developable previously developed land and buildings provided that it is not of high environmental value, second priority to other greenfield opportunities within the settlement and third priority to Local Green Belt releases). The overall approach taken in this policy, together with the measures in the overarching Strategic Core Policy SC8 will help to ensure that any adverse environmental impacts in relation to the buffer zone are avoided.

## Airedale Sub Area

Policy AD1 will have a number of significant positive impacts for the Airedale Sub Area, particularly in relation to the environment, as although the policy sets out new growth in this area, the policy also sets out significant environmental protection measures to help mitigate any adverse impacts of development. This will have positive impacts on biodiversity and the historic environment of this area of Bradford.

The policies will help to deliver significant transport improvements through the Airedale Sub Area, which will help to reduce congestion and increase use of sustainable modes of transport, which also has beneficial impacts in relation to climate change and air quality through reduced vehicle emissions. The policy will help to improve health and well-being with support through improvements to walking and cycleways and also through new leisure schemes.

There will also be significant economic benefits for the Airedale Sub Area as the measures in the policies will help to deliver new economic development in Keighley and Bingley and additional employment land at Silsden Rural Business Park.

The investment priorities identified for this sub area will help to improve the quality of the built environment and improve the quality of all neighbourhoods through supporting the regeneration of Keighley and Bingley town centres.

The policies score negatively against SA objective in relation to landscapes and SA objective 11 in relation to making efficient use of land as Green Belt releases will be required to ensure that development needs in the Airedale sub area are met, though it is noted that there is a requirement for these to be in sustainable locations.

### South Pennine Towns and Villages Sub Area

The policies for the South Pennine towns and villages will have largely positive impacts upon the SA objectives and for this sub area. The policies will help to deliver a number of transport improvements, which has positive impacts in relation to climate change and also economic impacts through helping to improve access to jobs. Improving access to jobs in this area will be particularly important given the remote locations of some of the towns and villages and current public transport issues.

The policies will deliver positive economic impacts through supporting the economic diversification of settlements to retain local employment in the South Pennines and supporting the role of the centres of Queensbury and Thornton as locations for a mix of community facilities and to promote sustainable tourism. The public transport improvements outlined will complement the economic development as it will ensure that economic development in the South Pennine towns and villages is sustainable and does not lead to an increase in car use.

The development of 3,500 new homes in the South Pennines towns and villages should help to meet identified need in this area. The affordable housing requirements set out in Housing Policy H011 and will help to deliver affordable housing in this area. Given that housing affordability is a key issue in this area notably in Cullingworth, Haworth, Oakworth and Wilsden this will be particularly welcome.

Careful management of new development in the South Pennine towns and villages will be particularly important given proximity to the South Pennine Moors SPA and SAC and the recommendations in the HRA regarding mitigation zoning around this designation (reflected in policy SC8). Policy PN1 seeks to manage visitor pressure, which has positive impacts in relation to biodiversity and the historic environment. The policy also seeks to protect the ecological integrity of the South Pennine Moors and to sensitively manage development in the South Pennine towns and villages due to close proximity to open moorland, which has significant positive impacts.

The policies score negatively against SA objective in relation to landscapes and SA objective 11 in relation to making efficient use of land as Green Belt releases will be required to ensure that development needs in the Airedale sub area are met, though it is noted that there is a requirement for these to be in sustainable locations.

It is recommended that new housing and economic development in the South Pennine towns and villages is phased to ensure that public transport improvements are in place first and to maximise sustainability of new development in this area. It is also recommended that consideration is given to the capacity of schools in the District to accommodate growth from new housing and economic development.

### 5.3.3 Thematic Policies

#### Economy

The economic policies generally have positive impacts or at worst neutral or uncertain impacts on the SA objectives. Most of the policies have positive impacts on the education, jobs and investment SA objectives (which would be expected) since the policies seek to make Bradford more economically competitive, create jobs, and encourage investment in Bradford, set out employment land requirements and seek to achieve sustainable economic growth.

The economic policies will help to revitalise the city, town district local centres which will help to make the plan inherently more sustainable as these centres are the focus of the District of Bradford. Improving the quality and range of services in these places will make a significant positive difference to the population of Bradford.

The policies have some uncertain impacts in relation to some of the environmental objectives. This uncertainty relates to both the specific environmental value of known employment land sites and in relation to the locations of new employment land sites which may come forward during the plan period.

There are negative impacts in relation to making efficient use of land from some of the policies as development of new employment land at Airedale could require the use of green field land and also in relation to Policy EC3, since the allocations DPD could require the use of green field land.

The economic policies will help build upon the Bradford Economic Strategy (2001-2013). This sought to ensure that Bradford's economy will be a driving force in the region, a place in which business thrives, creating opportunities, jobs and prosperity. The strategy aimed to promote education and training opportunities across Bradford, which will help complement efforts in this plan.

#### Housing

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 Bradford.

The policies also have a number of uncertain impacts, particularly in respect of the implementation of some of the policies, for example Policy HO3 in relation to housing distribution. This is due to the exact locations of new housing not yet being known, making it difficult to quantify impacts at this stage. Such impacts will be better able to be quantified when the details of housing sites come forward in the Site Allocations and Area Action Plan DPD's.

With regard to the specific growth areas identified, focusing a significant amount of the new housing proposed in Bradford is considered to be positive and sustainable as housing in Bradford City Centre would be well served by public transport and there would be opportunities to re-use PDL. As parts of the city centre are in the floodplain careful consideration needs to be given to any sites which are in the floodplain and how deliverable these sites are.

With regards to the use of PDL, the allocation in Policy HO6, which, whilst not affecting the overall target of 50% of new development on PDL, amends the distribution across the settlement hierarchy. The policy states that

*'In order to achieve the district wide target of 50%, the Allocations, Bradford City Centre and Shipley and Canal Road DPD's should bring forward land and manage its release so as to deliver at least the following proportions of housing development on previously developed land:*

- *In the Regional City of Bradford a minimum of 55%; and*
- *In the Principal Towns a minimum of 50%'*

These targets have been revised from the Core Strategy Further Engagement Draft which included a requirement for 60% use of PDL in the Regional City of Bradford and 40% in the Principal Towns. Whilst there is a slight decrease in the target for Bradford the overall target and positive impacts from this target have not changed. The increased requirement for the Principal Towns will help to ensure development in sustainable urban locations.

With regard to the City of Bradford the SHLAA notes that:

*'the City Centre has a substantial stock of mostly potential apartment development opportunities on previously developed land and from building conversions which have been significantly affected by the recent economic downturn'*

It will be important for the Core Strategy to consider whether there is sufficient choice of housing within the City of Bradford and to help provide the right conditions for any stalled developments on PDL to be finished and to bring vacant buildings back into use.

The affordable housing policy will make a positive contribution towards removing uncertainty in relation to affordable housing. The policy will also help to address provision where affordable housing has been identified as a significant problem, for example through the settlement studies for Burley in Wharfedale and Airedale and also for some of the South Pennine towns and villages. A further challenge is that of securing affordable housing in the urban areas due to marginal viability.

As with some of the other policies in the Core Strategy there are negative impacts on the landscape SA objective and also in relation to making efficient use of land as some Green Belt releases are likely to be required for new

housing, as also identified in the SHLAA. However, it is acknowledged that such releases will be unavoidable to ensure that there is an adequate supply of housing for Bradford to meet identified need and to ensure development in sustainable locations. In addition, there are other policies in the Core Strategy which seek to mitigate development on greenfield land.

Some of the settlement studies identify housing issues for example in the Canal Road corridor there is some poor quality housing in the northern section, and in Keighley there is a shortfall of three and four bedroom properties. Such issues should be addressed through the housing policies and so the Core Strategy should help to make significant positive contribution towards reducing housing problems across Bradford.

The policy relating to Gypsies, Travellers and Travelling show people will help to provide dedicated sites for what are often a marginalised group of people and to help ensure social equality in Bradford. The policy is therefore considered to be positive but will require careful monitoring to ensure its successful delivery within the remit of land use planning.

## Transport

The transport policies have mostly positive, or at worst, neutral impacts 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 impacts on wildlife species and habitats through policy TR6 in relation to freight, as the policy includes environmental considerations, which will help to protect wildlife and habitats. In general though, it is important that the environmental impact of any new transport infrastructure is carefully considered to ensure adverse impacts are avoided. This is particularly important for some of the sub areas of Bradford where for example new railway stations on greenfield land could have adverse impacts without careful design/mitigation.

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

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 policy also requires investment to be linked to helping to regenerate deprived areas by improving public transport connectivity in poorly serviced areas. This will have other positive spin off benefits such as better access to jobs, schools and healthcare.

Whilst it is recognised that the road improvements in the Core Strategy, in particular the South East Bradford Link Road and the inner and outer ring road improvements will generate more traffic, which would have impacts in relation to vehicle emissions and in turn air quality and climate change, and also congestion, it is considered that this is offset by the overall objectives of the transport policies to increase use of sustainable modes of transport.

As highlighted in the commentary for the sub areas it is recommended that where possible, public transport improvements are phased to ensure that there is adequate provision in place prior to the development of new

housing or employment. This will help to reduce reliance upon the car and ensure that new development is as sustainable as possible.

## Environment

These policies cover a variety of matters including biodiversity, landscape, energy, open space and environmental protection. The policies generally have positive impacts in relation to the environmental objectives. These policies will help to protect the environment of the Bradford District and to mitigate the effects of new development.

The policies generally perform well in relation to the environmentally focussed sustainability objectives and will help to protect the environment of Bradford. Negative impacts arise from the need for Green Belt land releases, but it is acknowledged that these are required in order to meet growth needs. Efficiencies in the allocation of growth will help achieve this (such as through the urban extension at Holme Wood) and mitigation as part of implementation, which could include environmental enhancements, for example with the proposed Urban Eco Settlement in the Bradford Shipley Canal Road Corridor. In some cases, the policies may impede development (notably where there would be clear adverse environmental impacts) although typically and cumulatively, they serve to help anticipate and mitigate adverse environmental impacts.

## Minerals

Generally, the minerals policies have predominantly neutral and uncertain impacts against the SA objectives, with a small number of positive and negative effects.

There are a number of positive impacts on the environmental objectives in that the minerals policies set out a preference for new minerals proposals to take place at existing or previously used minerals sites either by way of an extension or deepening to help minimise environmental disturbances. Where development can be justified on previously undeveloped land Policies EN10 and EN11 afford appropriate protection to biodiversity and landscape designations thus having positive impacts on those environmental objectives.

The nature of minerals extraction implies that the policies score negatively against the objective of prudent and efficient use of natural resources, although it is accepted that there may be a specific need for new minerals sites to extract particular types of minerals.

By enabling the extraction of minerals and thereby providing raw materials which can contribute to the construction of quality housing, the minerals policies have an indirect positive impact on the housing and built environment and efficient use of land objectives.

## Waste

Generally, the waste policies have a number of positive impacts or at worst neutral impacts. Most notable is the significant positive impact on the waste objective in that both Policy WM1 and WM2 directly encourage the minimisation of waste and its systematic management in accordance with the waste hierarchy. In the same vein, encouraging the prudent management of waste in accordance with the waste hierarchy will have positive impacts



on the climate change and protection of resources objectives. There are a number of positive impacts on the environmental objectives, particularly through Policy WM2 which seeks to protect biodiversity resources as well as natural and man-made landscapes.

## Design

Generally the design policies have a mostly neutral impact, with some positive impacts and no negative impacts.

There are a number of positive impacts on the built environment objectives through Policy DS1, DS3 and DS5, seeking to achieve good design across Bradford, including the protection of the historic environment. These policies will positively contribute to the regeneration aspirations of Bradford and a strong sense of place.

Socially, the design policies all score well in improving places for people to live, moving significantly towards the objective of providing social cohesion, encouraging participation and improving the quality of neighbourhoods. Improving health and well-being is promoted through Policy DS4 scoring very positively against this objective in creating well connected safe routes, connecting into existing footpaths and other measures to promote walking and cycling. This in turn creates a positive impact against the transport, climate change and resources objectives.

Policy DS2 seeks to make best use of the existing landscape and ensure that new landscapes, created through new developments, will have a positive impact on the overall environment. Policy DS2 therefore scores well against the landscape objective. Whilst on the whole, design policies have a neutral impact on wildlife species and habitats (Objective 5), the supporting text for Policy DS2 clarifies that landscape features includes wildlife species and habitats, therefore Policy DS2 scores positively against Objective 5.

### 5.3.4 Implementation Policies

The implementation of the Core Strategy is crucial to how sustainable the Core Strategy is. The policies have a mix of positive and uncertain impacts, which reflects the fact that there is a degree of uncertainty over the exact impacts of implementing the policies.

The policies will have positive impacts in relation to housing, particularly through Policies ID1, ID2 and ID3. Simplification of planning guidance through Policy ID6 will help to deliver more housing and will also have positive impacts on the housing objective. Developer contributions could also have positive impacts in relation to housing, however if the policy included a requirement for off-site contributions then this could secure some affordable housing where it was not possible to deliver this on site.

The implementation policies have a mixture of positive and uncertain impacts on the environment. Delivering the vision, objectives, core policies, thematic policies and the sub area planning policies as presented in the Core Strategy through the use of separate development plan documents will help to deliver the positive environmental impacts of this plan. However, the details of the other DPD's are not yet known, making the environmental impacts of those plans difficult to quantify at this stage. The requirement for developer contributions also has some uncertain impacts, as depending upon the detail of any developer contributions there could be environmental enhancements and therefore positive impacts, but this cannot be quantified until such details are known.



The policies will have positive impacts in relation to transport. In particular, the requirement to work with partners, which includes West Yorkshire Integrated Transport Authority, will help to deliver an integrated and efficient transport network.

The policies will also have some positive social impacts. Developer contributions meeting the cost of providing infrastructure/meeting social and environmental requirements to make schemes acceptable will help to improve the quality of neighbourhoods and encourage social cohesion. Working with partners will also help encourage social cohesion.

In relation to the economy, various measures with the implementation policies will have positive impacts. Facilitating delivery, working with partners, requirements for developer contributions, and regeneration funding and delivery all have positive impacts on the economic objectives. Policy ID2 will help to ensure that viability issues do not delay new economic development.

### 5.3.5 Cumulative Impact of the Proposed Core Strategy Policies

This section provides an account of predicted effects of the Core Strategy 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 Core Strategy policies together can be made. This analysis is set out in **Table 5.6** and a general commentary thereafter.

**Table 5.6 Cumulative Impacts of the Proposed Core Strategy Policies**

Sustainability Objective	Performance	Commentary
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	+	Policy EN6 specifically seeks to promote renewable energy use across the District, which will help to have a positive impact upon this objective. In combination with other policies promoting prudent resource use, the cumulative effect of the Core Strategy policies should be positive, subject to policy implementation.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	0	The new development proposed in the Core Strategy will result in a significant amount of waste production, which will cumulatively have significant negative impacts upon this objective. However, the Core Strategy seeks to manage waste and to move waste up the waste hierarchy, which will help to reduce the creation of waste and to encourage re-use and recycling of waste. This will help to mitigate the impacts of new development. The Council's forthcoming Waste Management DPD will further help to mitigate the cumulative impacts of the development proposed.  Overall impacts at this stage from the Core Strategy policies are considered to be neutral.

Sustainability Objective	Performance	Commentary
3. Reduce the district's impact on climate change and vulnerability to its effects	+	<p>Led by Strategic Core Policy SC2, the Core Strategy's policies seek wherever possible to minimise the impacts of development on climate change and reduce the District's vulnerability to its impacts. This is further supplemented by policies which seek to promote sustainable modes of transport, which will help to reduce vehicle emissions and mitigation for flood risk, which can be one of the adverse consequences of climate change.</p> <p>Whilst the new development proposed and the road improvements identified could lead to an increase in greenhouse gas emissions, the overall positive impacts of other policies in the Core Strategy will mitigate this and so overall cumulative impacts on this objective are considered to be positive.</p>
4. Safeguard and improve air, water and soil resources	0	<p>The policies in the Core Strategy seek to maximise the use of brownfield land, offer significant protection for the environment and promote sustainable modes of transport. The cumulative impact of this will be positive.</p> <p>However, some greenfield land will be allocated for development through local Green Belt releases, which could have adverse impacts on these finite resources. Also some of the road improvements outlined in the Core Strategy, for example the Shipley Eastern Link Road may result in an increase in car use, as will the cumulative impact of all the development proposed, which would have negative impacts in relation to air resources.</p> <p>Overall, the potentially negative impacts from the Core Strategy will be balanced out by the positive measures to protect these finite resources and so overall cumulative impacts are considered to be neutral.</p>
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	<p>Notwithstanding the growth commitments set out in the Core Strategy, there is significant protection afforded to biodiversity in the Core Strategy. In particular, the policy seeks to ensure that new development will not adversely impact upon the South Pennine Moors SPA and SAC. There is also support in the Core Strategy for biodiversity enhancements, such as enhancing the role of the River Wharfe and Beck corridors.</p> <p>However, the locations of some of the new development proposed is not yet known, which makes it difficult to quantify the cumulative impacts of new development, which would have uncertain impacts on this objective.</p> <p>Overall, it is considered that the cumulative impacts of the Core Strategy policies, together with other plans, such as the Nature Conservation Strategy and the Local Biodiversity Action Plan for Bradford will have positive impacts upon this objective.</p>
6. Maintain and enhance the character of natural and man made landscapes	-	<p>Policy EN4 in the Core Strategy seeks to protect and enhance the landscape. Together with other policies in the Core Strategy which afford significant protection to the environment and the requirement for good design, which will have positive impacts on the landscape.</p> <p>However, there will be landscape impacts from Green Belt releases. Green Belt Policy SC7 allows for some Local Green Belt releases to facilitate new development. Whether or not the effects of this on the landscape of Bradford would be negative would depend upon the nature of such releases and their character and setting.</p> <p>Overall, it is considered that the cumulative impact of local green belt releases will have minor negative impacts on this objective.</p>

Sustainability Objective	Performance	Commentary
7. Protect and enhance historic assets and their settings	+	<p>The policies afford significant protection to the historic environment including seeking to manage the adverse impacts of tourism, particularly in relation to visitor pressure, which will be particularly important for major attractions such as the Saltaire World Heritage site. The Core Strategy seeks to ensure that the design of new developments does not adversely impact upon the historic environment, which will have positive impacts upon this objective.</p> <p>Overall, policies should ensure that historic assets and their settings are protected in terms of directing growth away from sensitive locations and detailed consideration of site-specific issues as part of implementation. The policies, together with requirements in the NPPF will have positive cumulative impacts upon this objective.</p>
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	<p>Specific policies on the distribution, mix, affordability and design quality of housing will make an important contribution to delivering housing choice. Together with other programmes and plans including the Joint Housing Strategy and the Bradford Local Investment Plan, which will help to deliver investment in new housing, cumulative impacts upon this objective are positive.</p>
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	<p>There are a number of policies in the Core Strategy which seek to deliver public transport improvements across Bradford and the support in the Core Strategy for investment in public transport will help to have positive impacts. Together with other plans and programmes, such as the West Yorkshire Transport Plan, and the requirement through Implementation Policy ID4 to work with partners including the West Yorkshire Integrated Transport Authority, cumulative impacts upon this objective are positive.</p>
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	-	<p>There are a number of policies in the Core Strategy which seek to deliver public transport improvements and the Core Strategy supports investment in public transport. This will help to reduce pollution and congestion by encouraging use of sustainable modes of transport and have positive impacts in relation to this objective.</p> <p>However, the reality of growth is an increase in the number of cars. Whilst mixed use developments and extensions to existing developed areas, such as the proposed urban extension at Holme Wood will help to mitigate an increase in car use, the cumulative transport impacts of the development set out in the Core Strategy will result in minor negative impacts upon this objective.</p>
11. Improve the quality of the built environment and make efficient use of land and buildings	-	<p>Whilst the policies in the Core Strategy will help to significantly improve the quality of the built environment, and the Core Strategy will help to regenerate brownfield sites, which will help to use land efficiently, this does not mitigate the loss of greenfield land through Green Belt releases and so cumulative impacts on this objective are negative. It is however recognised that loss of greenfield land is unavoidable if development needs are to be met and to ensure development in sustainable locations.</p>
12. Improve the quality and range of services available within communities and connections to wider networks	+	<p>The policies in the Core Strategy concerning the location of development and enhancing access to service provision should result in positive impacts upon this objective.</p>

Sustainability Objective	Performance	Commentary
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	<p>In principle the cumulative effect of the policies in encouraging social cohesion should be positive, through the promotion of mixed use development and a structured approach to its distribution.</p> <p>The policies seek to improve access for jobs, particularly for disadvantaged communities and to provide for often marginalised communities such as Gypsies and Travellers will also help to provide social cohesion.</p> <p>The quality of all neighbourhoods will be significantly improved through regeneration of brownfield sites, supporting investment and requiring good design.</p> <p>Overall cumulative impacts upon this objective are positive.</p>
14. Create good cultural, leisure and recreation activities available to all	+	<p>The policies in the Core Strategy will help to have positive impacts upon this objective. The Core Strategy will help to deliver mixed use developments, including leisure developments in Keighley and Bingley. The Core Strategy seeks to protect recreational open space and requires that new housing developments provide for new or improved open space, sport and recreation facilities. The cumulative impacts on this objective will be positive.</p>
15. Improve safety and security for people and property	+	<p>Through good design and consistent implementation of these standards this objective should be met though the implementation of the Core Strategy as a whole. In particular the design policies seek to ensure that good design will help to reduce the chances of crime, which will have positive impacts in relation to safety and security for people and property.</p>
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	0	<p>The appropriate implementation of many of the policies in the Core Strategy will help to provide the conditions and services to improve health and well-being in Bradford. In particular support for regeneration of the City of Bradford and Principal Towns such as Ilkley , alongside provision of new mixed use developments in other towns and villages, as well as delivery of high quality new homes and sustainable economic growth will all help to have positive impacts on this objective.</p> <p>However, the precise outcomes of the Core Strategy are dependent upon many factors and are not certain, and so overall cumulative impacts upon this objective are considered to be neutral.</p>
17. Promote education and training opportunities which build the skills and capacity of the population	+	<p>Whilst the Core Strategy cannot directly influence the provision of education and training opportunities, the Core Strategy does seek to deliver sustainable economic growth across Bradford, which will indirectly help to create new jobs and education and training opportunities off the back of such growth. The precise outcomes are however, dependent upon a number of other factors.</p> <p>Overall, cumulative impacts upon this objective are considered to be positive.</p>
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	<p>Whilst the Core Strategy cannot directly influence the provision of job opportunities, the Core Strategy's economic policies will help to deliver a significant amount of new employment land across the District and support sustainable economic development. The cumulative impacts of these policies, together with other plans and strategies, such as the Bradford Economic Strategy will have positive impacts upon this objective.</p>
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	<p>The economic and sub-area policies in the Core Strategy will help to encourage investment into Bradford and ensure that cumulative impacts from these policies are positive. The implementation and investment priorities policies will help to have further positive impacts on this objective.</p> <p>Wider issues such as the general economic climate make the exact impacts of the Core Strategy less certain, however overall cumulative impacts are considered to be positive.</p>

Based on the analysis presented in **Table 5.5**, the overall cumulative impact of the Core Strategy Policies is judged to be largely positive. There are some uncertainties in respect of implementation of policies and the nature of development that is eventually realised. However, the policies establish a positive framework for the management of change with the opportunity to mitigate the negative impacts associated with development on the scale which is proposed. Conclusions, by topic, are as follows:

### Effects on the Environment (Water, Air and Land Quality; Landscape & Historic Environment; Biodiversity; Resource Consumption & Climate Change)

The Core Strategy gives priority to the re-use of brownfield land and to make more efficient use of already developed areas. This will help to reduce the amount of greenfield land required for new development and help protect the landscape of the District. Policy EN1 affords significant protection to recreation open space and urban greenspace and requires new housing developments to provide for new/improved open space, sport and recreation facilities.

However, some local Green Belt releases have been identified in the Core Strategy, which will impact upon the environment through the potential loss of greenfield land, though as previously mentioned it is recognised that some use of greenfield land cannot be avoided to ensure new development is provided in the most sustainable locations.

The policies afford significant protection to the South Pennine Moors SAC and SPA and its zone of influence through seeking to manage visitor pressure and to prevent development in the areas in closest proximity to this sensitive designation which may have adverse impacts.

The Core Strategy will have positive impacts upon resource use in the District through seeking to re-use redundant land and buildings and making more efficient use of existing developed areas. However, with the Core Strategy proposing significant new development across Bradford and also with planned improvements to the road network, there will be an increase in greenhouse gas emissions. The Core Strategy also seeks to ensure that Bradford District will be resilient to environmental threats and through Strategic Core Policy 2 sets out a range of measures for adaptation and long term resilience to climate change. These measures together with proposed public transport improvements and requirement for all new housing developments to meet the highest possible design standards should ensure that overall impacts on climate change are positive in the longer term.

### Effects on the Local Community (Demographics; Housing; Service Provision)

The Core Strategy seeks to direct new development to sustainable locations through giving priority to re-using previously developed land and buildings, and to make more efficient and effective use of existing of developed areas in the City of Bradford, the Principal Towns and Local Growth Centres and Service Centres. This will help to ensure that there is a good range of services in these locations and meet development needs. The local Green Belt releases identified will also help to meet the development needs of these areas.

The housing policies will in general have positive impacts on communities across the District by increasing housing choice, ensuring a good supply of housing to meet future need and making housing more affordable where

affordability has been identified as a key problem. The housing policies will also help to deliver quality housing, which will have positive impacts on communities.

It is important for the Core Strategy to consider the impacts of the South East Bradford Link road and whether there would be any loss of existing housing. If there was going to be a loss of any existing housing then careful consideration would need to be given as to whether the Core Strategy provides adequate replacement housing to take account of this to ensure that communities in this area were not adversely affected.

The Draft Settlement Studies identify a number of deficiencies in some of the towns and villages in the sub areas. The investment priorities set out in the sub area policies will make a significant positive contribution towards providing high quality housing, and increasing job opportunities and improving services and thereby meeting some of these deficiencies. The affordable housing requirements set out in Policy HO11 will help to deliver affordable housing in the sub areas of Bradford. However, careful consideration should be given to the levels of affordable housing set out to ensure that need is met, particularly where deficiencies have been identified.

Consideration will need to be given to the cumulative impacts of all of the new development proposed in the plan on school capacity. In the appraisal matrices for some of the policies it has been identified that there may be some issues with school capacity. Further information can be found in Appendix

### Effects on the Local Economy

The cumulative effect of the economic policies will, in principle, help to deliver a more economically sustainable District and help to create the conditions for new. The amount of new employment land proposed in the Core Strategy and supporting the delivery of over 2,700 new jobs per annum will help to have significant positive impacts on the economy of Bradford.

Through supporting mixed use developments in the Principal Towns, providing employment land to meet need in the other towns and villages and seeking to support the regeneration of the City of Bradford, there should an improvement in both the provision of a range of sites for prospective employers and access to a range of job opportunities for existing and new residents in the District.

### Effects on Health, Well-Being (Educational Opportunities, Leisure & Culture)

The Core Strategy encourages the use of public transport, as well as walking and cycling which will help to reduce reliance on vehicles, and promote more sustainable modes of transport and in turn help to reduce vehicle emissions. This will have positive impacts on air quality, which will improve the health and well being of residents. Encouraging walking and cycling as alternative means of getting around will also have positive impacts on health and well being.

The Core Strategy also seeks to safeguard open space through the protection of greenfield land (notwithstanding planned local green belt releases) and requires new open space, sport and recreation to be provided as part of new housing developments. This will help to ensure that there is sufficient open space for new recreational/leisure facilities.



## Effects on Transport

New development will bring additional investment in transport, but also greater pressures on existing transport infrastructure. However, the public transport and road improvements set out will help to mitigate pressure and capacity issues with respect to existing transport infrastructure.

The realities of all the development proposed in the Core Strategy and the road improvements identified will result in an increase in car use, which would have adverse impacts in relation to climate change and air quality. However, the significant support for sustainable modes of transport and investment in public transport improvements will help to reduce reliance upon the car and mitigate any adverse impacts from vehicle emissions.

The provision of cycling and walking routes as part of development masterplanning will be important part of encouraging modal shift. The design policies in the Core Strategy will help to ensure that there is good access to public transport through design, which will also help to encourage a modal shift.

Overall the cumulative effects upon transport from all the new development proposed in the Core Strategy will result in minor negative impacts. However, the cumulative impacts of the transport policies will mitigate this through encouraging use of sustainable modes of transport and support for investment in public transport and road improvements.

## 5.4 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;
- 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.



## 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.

#### 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 the existing centres, 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 all have benefits in relation to human health and climate change through reduced vehicle emissions.

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 City of Bradford and the Principal Towns, 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 are not disadvantaged. This will be particular important for the local service centres, due to the remote location of some of these places.

#### 6.1.2 Draft Policies

Overall, the policies in the plan will have significant positive impacts for the District of Bradford. The main conclusions are summarised below.

#### Strategic Core Policies 1-7

The vast majority of relationships between the policies and the SA Objectives are positive or, at worst, neutral in their effect. The key attributes of the relationships are:

- The wide-ranging positive impact of Policy SC1, particularly in terms of species and habitats protection (notwithstanding some unknown effects, such as the impact of greenfield development in Airedale);
- The importance of Policy SC2 in promoting a positive response to the challenges of climate change and renewable energy use, including wider social and economic benefits;

- The focus of development on the Regional city and Principal Towns and more localised development on lower tiers of the hierarchy (Policy SC4), making efficient use of services previously developed land in the larger settlements whilst not ignoring expressed needs of the remainder of the District;
- The efficient use of land through a hierarchy of use (being a fundamental tenet of good planning) as expressed in Policy SC5;
- The use of green infrastructure as a critical part of development through Policy SC6, and affirmation of the positive role of green belt, albeit tempered by pragmatism demanded by growth pressures;
- Protection of the green belt through Strategic Core Policy SC7, whilst recognising the need for local green belt reviews.
- The approach to protecting the South Pennine Moors Spa and SAC

Maintaining the current pattern of development through directing development to the larger settlements will, on balance, help to reinforce existing patterns of service provision, and therefore travel patterns. On the other hand, concentration of development in certain locations should help to ensure that a critical mass is maintained to ensure their continued provision. Judgement on the balance between access to jobs and services and travel patterns which may be considered unsustainable will help to guide individual development allocations.

### Sub-Area Policies

The sub area policies will have a number of positive sustainable impacts in relation to the Sub Areas. Notable positive impacts include:

- The concentration of significant proportions of development in the Bradford metropolitan area, and the towns in Airedale, Wharfedale and the Pennines;
- Commitment to protecting the South Pennine Moors, through managing visitor pressure and preventing development which would have adverse impacts upon this sensitive designation;
- Commitments to service provision (notably public transport), although the provision of additional road infrastructure could compromise SA objectives relating to air quality and resource protection, for example;
- Provision of new housing and employment land to meet local needs, which together with the public transport improvements identified will help to ensure that new development in the sub areas is as sustainable as it can be.

### Thematic Policies

The results of the appraisal of the numerous, sometimes very specific policies, are perhaps inevitably a great deal more variable than those of the strategic and area policies. This reflects their specific character and hence impacts on certain SA Objectives. However, the vast majority of relationships are positive or neutral, reflecting the positive intentions of the Core Strategy and its policies. Where uncertainties do exist, these would have to be managed in light of specific proposals for development (notably in respect of minerals extraction, for example).

Notable positive impacts from the thematic policies include:

- Significant protection for the environment, in order to manage and mitigate the impacts of all the new development proposed in the plan;
- Delivery of a wide variety of high quality new housing (including affordable housing) to meet the projected needs of Bradford;
- Significant improvements to public transport, which will help to ensure that all of the new development proposed is as sustainable as possible by reducing the need to travel by car and increasing use of more sustainable modes of transport;
- Helping to deliver sustainable economic growth in Bradford through the allocation of new employment land to meet need and support for investment in Bradford;
- Minimising the District’s impacts on climate change and its vulnerability to the effects of climate change;
- Driving waste up the waste hierarchy, which will help to reduce waste produced and increasing re-use and recycling of waste; and
- Improvements in the health and well-being of the population of Bradford through support for new recreation, open space and sports developments and promotion of walking and cycling.

## 6.2 Key Recommendations and Mitigation Measures

Whilst the Publication Draft Core Strategy has largely significant positive impacts against the SA objectives, there are a number of areas where the current 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
P1	The policy as worded does not reflect the distinctive nature of Bradford and appears to be a reiteration of the NPPF’s presumption in favour of sustainable development. Further consideration should be given to the policy wording to ensure that the policy articulates what sustainable development means for Bradford and how it will be applied locally.
SC1	The policy does not have a positive impact in relation to SA objective 2 on waste. Consideration should be given to including a reference to sustainable design or sustainable resource use in policy objective 10, to enable waste management to be addressed.
SC2	The policy wording could be strengthened to include a reference to moving waste up the waste hierarchy as it is currently focused on energy rather than material resource. The reference to waste could be added to the wording of Policy D requirement to use resources sustainably.
SC3	Consideration should be given to rewording the policy to place less emphasis on the road network. Suggested wording is as follows “make the best use of sustainable modes of transport, including existing and enhanced bus, rail, cycle, foot and water transport links as a priority but also considering the use of existing inter-city regional road links”.

Policy	Suggested Mitigation
SC4	<p>Consideration should be given to address the following in the policy:</p> <ul style="list-style-type: none"> <li>Improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.</li> <li>A similar design priority as that for the Regional City, Local Service Centres and Rural Areas could be adopted for the other settlements.</li> </ul>
SC5	<p>Consideration should be given to amending the policy in order to clarify the potential conflict and hierarchy between brownfield land or infill land that is either within the floodplain, of high value biodiversity, supporting historic assets, or supporting existing leisure and recreation activities and greenfield land that is not.</p> <p>In terms of consistency of policy wording, it is suggested that the policy wording of the last paragraph under the Principal Towns sections is amended to read: "<b>Planning decisions as well as</b> plans, strategies, investment decisions and programmes should: ...".</p>
SC9	<p>Consideration should be given to providing appropriate background and justification text to be prepared and inserted to support this policy and provide a context for it.</p>
BD1	<p>Reference could be made under the Environment section of the policy to promote waste minimisation and encouraging recycling within the City of Bradford in order to increase the sustainability of this policy option.</p> <p>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport improvements in relation to the phasing of housing and employment development. It will be necessary to ensure improvements are in place prior to significant housing or employment development taking place.</p> <p>Under the Environment section there is no mention of water resources or flood risk, despite the River Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p>
BD2	<p>Reference could be made to waste minimisation to ensure that the development delivered through these investment priorities does not result in an increase in waste generation.</p>
AD1	<p>Reference could be made under the Environment section of the policy to promoting waste minimisation and encouraging recycling within Airedale in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>The following new road-based transport projects are proposed whose development could have an adverse environmental impact:</p> <ul style="list-style-type: none"> <li>Silsden East Bypass Road ;</li> <li>A650 and A629/A644 Transport Corridors.</li> </ul> <p>It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of environmental aspects as detailed in the matrix for this policy.</p> <p>The policy wording could be improved through specific mention of protecting Bradford Wildlife Areas, SEGIs and</p>

Policy	Suggested Mitigation
	protected and other notable species in Airedale.
AD2	Consideration should be given to renewable energy infrastructure being an investment priority.
WD1	<p>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency, with due consideration given to the appropriateness of development given landscape character of the sub-area.</p> <p>Reference could be made under the Environment section to promoting waste minimisation and encouraging recycling within Wharfedale in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>In order to mitigate the adverse impacts from the loss of greenfield land it is recommended that the policy references Strategic Core Policy SC7 in relation to Green Belt review and the application of the sequential approach to the allocation of land outlined in Strategic Core Policy SC5.</p> <p>The policy wording could be improved through specific mention of land use and public access impacts on the national and internationally designated sites, since the latter are likely to be the key issues associated with new housing and the resulting increased population in Ilkley and other Wharfedale towns on the South Pennines SPA, SAC and SSSI.</p> <p>Consideration should be given as to whether a specific Green Belt release should be identified in the Core Strategy in relation to the proposal for high quality employment land at Ilkley, or whether such releases should be subject to further appraisal as part of later documents such as the Site Allocations DPD.</p> <p>Notwithstanding the requirements of Policy HO11, it is recommended that to ensure local needs are met, the policy specifically mentions the need for affordable housing for the young and elderly – particularly sheltered housing in Burley and Menston and provision for first time buyers in Ilkley.</p> <p>It is recommended that the policy wording recognises that there is no high frequency (10 minute) bus service to Ilkley.</p>
WD2	<p>The investment priorities outlined do not mention waste minimisation and so it is recommended that the investment priorities include a requirement for waste minimisation.</p> <p>The investment priorities outlined do not mention renewable energy and so it is recommended that consideration is given to investment in renewable energy infrastructure.</p> <p>Consideration needs to be given as to whether the development needs of Menston can be met without green belt releases.</p>
PN1	<p>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency with due consideration given to the appropriateness of development given landscape character of the sub-area.</p> <p>Reference could be made under Environment to promoting waste minimisation and encouraging recycling within the South Pennine Towns and Villages in order to increase the sustainability of this policy option.</p> <p>There are a number of transport projects proposed whose development could have adverse environmental impacts. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments would be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward. This applies to a number of the SA objectives, as detailed in the appraisal matrix for this policy.</p> <p>Under the Environment section there is no mention of water resources or flood risk, despite the River Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</p>
PN2	Consideration should be given to renewable energy infrastructure being an investment priority.

Policy	Suggested Mitigation
EC2	Consideration should be given to rewording the policy itself or in the supporting text that explains the reasoning behind the 2782 jobs as this figure is above the REM forecast and the historical trend for Bradford. It is also recommended that the policy or the supporting text makes clear how the annual target figure for employment land of 17ha relates to the total figure of 135ha. 17ha per annum of employment land would lead to a total employment land requirement of greater than 200ha (depending upon the assumed start date of the plan).
TR1	This policy includes for provision in an accessible manner of the infrastructure associated with lower emission vehicles. Consideration should be given to rewording the policy to include reference to developing an integrated transport network.
HO1	The use of construction best practice would help to mitigate adverse environmental impacts of delivering the scale of housing required. Consideration should be given to either a specific policy covering sustainable construction or a commitment to completing a Supplementary Planning Document covering this requirement.
HO5	Consideration should be given to rewording the policy to allow for a higher density target in urban areas, in order to maximise use of PDL and to make the best use of sustainable urban locations. Consideration should also be given to whether a higher density figure than 30dph could be achieved.
HO6	In the Further Engagement Core Strategy Draft there was a target for 60% PDL in the regional City of Bradford. The policy now makes provision for 55%. Consideration should be given to whether the policy could be revised upwards from 55% in order to be consistent with the attempt to have the maximum number of homes sited on PDL.  Consideration should be given to rewording the policy to ensure that sites allocated for housing will not adversely impact upon the historic environment.
HO7	Consideration should be given to rewording the policy to ensure that sites allocated for housing will not adversely impact upon the historic environment.
EN3	Consideration should be given to rewording the policy to state for the avoidance of doubt what Bradford's Heritage assets are. At present it is unclear whether it covers all forms of designations or is intended to cover cultural heritage assets more widely across the whole of the built environment.
ID3	Consideration should be given to rewording the policy to include a requirement for offsite contributions where viability issues or other factors may make onsite contributions difficult to achieve for new developments, for example with affordable housing. This would help to ensure that there are benefits for Bradford even where there are no onsite contributions from developers towards the cost of new infrastructure and for meeting social and environmental requirements.
ID6	Consideration should be given to rewording the policy to make clear how SPD's will help to aid infrastructure delivery.

### 6.3 Monitoring

It is a requirement of SA to establish how the significant sustainability effects of implementing the draft Local Plan 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 Core Strategy for sustainability effects can help to answer questions such as:

- Were the SA's predictions of sustainability effects accurate?
- Is the Core Strategy 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** and these should be taken into account in the Annual Monitoring Report. These monitoring measures have taken account of section 7 on monitoring in the Core Strategy Publication Draft.

**Table 6.2 Potential Monitoring Measures**

Sustainability Objective	Indicators
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	<ul style="list-style-type: none"> <li>• Total amount of municipal waste arising, and amount and % of recycling and composting of household waste</li> <li>• Mega Watts (MW) of installed renewable energy capacity and low carbon energy capacity, which require planning permission</li> <li>• % of new dwellings achieving code level 4 (of code for sustainable homes)</li> </ul>
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	<ul style="list-style-type: none"> <li>• Total amount of municipal waste arising, and amount and % of recycling and composting of household waste</li> </ul>
3. Reduce the district’s impact on climate change and vulnerability to its effects	<ul style="list-style-type: none"> <li>• Number of completed developments that met requirements for surface water treatment</li> <li>• % of development using sustainable urban drainage techniques</li> <li>• % of development in zone 3 of the flood plain</li> <li>• Number of planning applications granted against Environment Agency advice .</li> </ul>



Sustainability Objective	Indicators
4. Safeguard and improve air, water and soil resources	<ul style="list-style-type: none"> <li>• % of main rivers and canals with good or fair chemical and biological water quality</li> <li>• Ecological status of rivers</li> <li>• No. of pollution incidents</li> <li>• Area of derelict / contaminated land</li> <li>• Number of contaminated sites that have been remediated</li> <li>• Levels of nitrogen dioxide in Air Quality Management Areas</li> <li>• Fraction of mortality attributable to particulate air pollution over each monitoring period</li> </ul>
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	<ul style="list-style-type: none"> <li>• Conservation status of North and South Pennine Moors SACs and SPAs</li> <li>• Area of woodland and river corridor habitats</li> <li>• Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented</li> </ul>
6. Maintain and enhance the character of natural and man made landscapes	<ul style="list-style-type: none"> <li>• Area under higher level agri-environment schemes and woodland grant schemes</li> <li>• Area of the district designated for nature conservation importance</li> <li>• Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented</li> </ul>
7. Protect and enhance historic assets and their settings	<ul style="list-style-type: none"> <li>• % of Grade I and II* Listed Buildings deemed to be 'at Risk' operational;</li> <li>• Number and % of Listed Buildings in the Saltaire World Heritage Site deemed to be 'at risk'</li> <li>• Number and % of up to date Conservation Area Appraisals Operational</li> </ul>
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	<ul style="list-style-type: none"> <li>• Number of people in temporary accommodation</li> <li>• Total houses completed, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing, gypsies/travellers/travelling showpeople; by location within a settlement, allocation/windfall; for the District, DPD area and settlement</li> <li>• % of new dwellings achieving Code Level 4 (of code for sustainable homes)</li> <li>• % of new dwellings achieving Lifetime Homes Standard or any national equivalent</li> <li>• Building for Life assessments of major housing schemes</li> <li>• Number of unfit homes per 1000 dwellings.</li> <li>• Number of vacant and difficult to let properties</li> </ul>
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	<ul style="list-style-type: none"> <li>• Passenger travel by modes</li> <li>• % of children travelling to (a) primary school &amp; (b) secondary school by different modes of transport</li> </ul>
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	<ul style="list-style-type: none"> <li>• Number of implemented travel plans</li> </ul>
11. Improve the quality of the built environment and make efficient use of land and buildings	<ul style="list-style-type: none"> <li>• Total houses completed, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing, gypsies/travelers/travelling showpeople; by location within a settlement, allocation/windfall, for the district, DPD area and settlement</li> </ul>

Sustainability Objective	Indicators
12. Improve the quality and range of services available within communities and connections to wider networks	<ul style="list-style-type: none"> <li>Travel time thresholds of access to school, access to further education, access to work, access to hospitals, and access to GPs. Other important facilities might be: access to a post office and food shop/ supermarket</li> <li>Accessibility of new housing, employment and retail schemes by public transport</li> </ul>
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	<ul style="list-style-type: none"> <li>% turnout in local elections.</li> <li>Accessibility of new housing, employment and retail schemes by public transport</li> </ul>
14. Create good cultural, leisure and recreation activities available to all	<ul style="list-style-type: none"> <li>Access to greenspace.</li> <li>Participation levels in sport.</li> <li>Number of school visits to museums &amp; galleries.</li> <li>Average number of visits to libraries per capita</li> <li>Accessibility standards to open space identified in OS survey.</li> <li>Extent of the leisure route network operational</li> <li>The range and types of open space and recreational facilities for which standards have been identified in a DPD</li> </ul>
15. Improve safety and security for people and property	<ul style="list-style-type: none"> <li>Crimes recorded by police per 1000 population</li> <li>Building for Life assessments of major housing schemes</li> </ul>
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	<ul style="list-style-type: none"> <li>% of people with limiting long term illness.</li> <li>The fraction of mortality attributable to particulate air pollution over each monitoring period</li> </ul>
17. Promote education and training opportunities which build the skills and capacity of the population	<ul style="list-style-type: none"> <li>% of 16 year olds achieving 5+ GCSEs at grade A*-C including maths &amp; English &amp; NVQ 2 attainment.</li> </ul>
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	<ul style="list-style-type: none"> <li>Total employment jobs created, analysed against the employment requirement and the area targets.</li> </ul>
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	<ul style="list-style-type: none"> <li>New business registration corporate</li> <li>Employment in growth sectors.</li> <li>Employment rate</li> <li>GVA</li> </ul>

## 6.4 Next Steps

The Publication Draft Core Strategy will be subject to a period of public consultation (17<sup>th</sup> Feb to 31<sup>st</sup> March), along with the SA and Habitats Regulations Assessment. Once consultation responses have been received work will begin on developing a revised version of the Local Plan.

## 6.5 Quality Assurance

The 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 1.4) 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 District (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 District (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 (July 2006, August 2007, January 2009)
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 6.2)
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 6.2)
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).	



# Appendix A

## Strategies, Plans and Programmes Review



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

Document title	Relevant objectives	Targets and indicators	Implications
<b>INTERNATIONAL / EUROPEAN</b>			
<b>Sustainable development, spatial planning and environmental strategy / policy</b>			
<p>European Spatial Development Perspective</p> <p>European Commission, 1999</p>	<p>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.</p> <p>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.</p>	<p>None.</p>	<p>The Core Strategy should support the goals of the Spatial Development Perspective and seek to incorporate these in the policy framework.</p> <p>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.</p>
<p>Environment 2010: Our Future, Our Choice (EU Sixth Environment Action Programme)</p> <p>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"> <li>• Climate change;</li> <li>• Nature and biodiversity;</li> <li>• Environment, health and quality of life; and</li> <li>• Natural resources and waste.</li> </ul>	<p>None.</p>	<p>The Core Strategy should include policies relating to the four environmental areas highlighted in the Environment Action Programme.</p> <p>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>Johannesburg Declaration on Sustainable Development</p> <p>United Nations, 2002</p>	<p>The World Summit on Sustainable Development proposed broadscale principles which should underlie sustainable development and growth. It includes objectives such as:</p> <ul style="list-style-type: none"> <li>• Greater resource efficiency (including decoupling economic growth from environmental degradation);</li> <li>• Support business innovation and take-up of best practice in technology and management;</li> <li>• New technology development; and</li> <li>• Technology demonstration and risk limitation.</li> </ul>	<p>There are a number of follow up processes (e.g. "significantly" reduce rate of loss of biodiversity by 2010, but no specific targets.</p>	<p>The Core Strategy should take account of the underlying sustainable development principles and seek to reflect these in policies.</p> <p>The SA should include objectives / decision making criteria that reflect the principles and objectives arising from the World Summit.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<p>Árhus Convention</p> <p>United Nations Economic Commission for Europe, 2001</p>	<p>The Árhus Convention creates obligations in three fields or 'pillars':</p> <ul style="list-style-type: none"> <li>• Public access to environmental information;</li> <li>• Public participation in decision-making on matters related to the environment; and</li> <li>• Access to justice (i.e. administrative or judicial review proceedings) in environmental matters.</li> </ul>	<p>None.</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.</p> <p>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>
<p>Waste Framework Directive 75/442/EEC (as amended by 91/56/EEC)</p>	<p>The Waste Framework Directive requires Member States to establish a network of disposal facilities and competent authorities with responsibility for issuing waste management authorisations and licenses. Member States may also introduce regulations which specify which waste recovery operations and businesses are exempt from the licensing regimes and the conditions for those exemptions.</p> <p>An important objective of the Waste Framework Directive is to ensure the recovery of waste or its disposal without endangering human health and the environment. Greater emphasis is also placed on the prevention, reduction, re-use and recycling of waste. <i>(continued)</i></p>	<p>None.</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>
<p>Waste Framework Directive 75/442/EEC (as amended by 91/56/EEC)</p>	<p>Article 4 states that Member States shall take the necessary measures to ensure that waste is recovered or disposed of without endangering human health and without using processes or methods which could harm the environment, and in particular: without risk to water, air, soil and plants and animals; without causing a nuisance through noise or odours; and without adversely affecting the countryside or places of special interest.</p>	<p>None.</p>	<p>See above.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>INTERNATIONAL / EUROPEAN</b>			
<b>The natural environment</b>			
<p>European Convention Landscape United Nations, 2006</p>	<p>On the 24<sup>th</sup> 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 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. 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>	None.	Plan policies should support the aims of the European Landscape Convention, seeking to protect, manage and enhance the landscape.
<p>EU Habitats Directive 92/43/EC European Commission, 1992</p>	<p>The Habitats Directive provides for the creation of a network of protected areas across the European Union to be known as 'Natura 2000' sites. This network includes SACs and SPAs. Member states should maintain or restore in a favourable condition these designated natural habitat types. If a project compromising one of these habitats must proceed in spite of negative conservation impacts due to it being in the public interest, compensatory measures must be provided for. Linear structures such as rivers/streams, hedgerows, field boundaries, ponds, etc., that enable movement and migration of species should be preserved.</p>	None.	<p>The Core Strategy 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>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"> <li>• Conservation and sustainable use of biological diversity;</li> <li>• Sharing of benefits arising out of the utilisation of genetic resources;</li> <li>• Research, identification, monitoring and exchange of information; and</li> <li>• Education, training and awareness.</li> </ul>	None.	<p>The Core Strategy 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
<b>INTERNATIONAL / EUROPEAN</b>			
Convention on Biological Diversity, Rio de Janeiro, 1992	<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"> <li>• The conservation of biological diversity;</li> <li>• The sustainable use of its components; and</li> <li>• The fair and equitable sharing of the benefits from the use of genetic resources.</li> </ul> <p>Article 6a requires the development of national strategies, plans or programmes for the conservation and sustainable use of biological diversity.</p>	None.	<p>The Core Strategy 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>
European Convention  United Nations, 2006	<p>On the 24<sup>th</sup> of February 2006, the UK 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 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'.</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>	None.	<p>The Core Strategy 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>
<b>Social and community uses</b>			
World Health Organisation Guideline Values  World Health Organisation, 1996	The World Health Organisation sets guideline values for healthy noise levels.	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 'moderately annoyed'.	The Core Strategy should take into consideration the guidelines on healthy noise levels.

Document title	Relevant objectives	Targets and indicators	Implications
<b>INTERNATIONAL / EUROPEAN</b>			
<b>Climate change, air, land and water</b>			
<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"> <li>- boost economic performance while reducing resource use;</li> <li>- identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness;</li> <li>- ensure security of supply of essential resources; and</li> <li>- fight against climate change and limit the environmental impacts of resource use.</li> </ul> <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"> <li>- 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;</li> <li>- 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, reSArchers, policy makers and regulators;</li> <li>- 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;</li> </ul> <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>	None	The Core Strategy should include policies which seek encourage resource efficiency and a low carbon economy.

Document title	Relevant objectives	Targets and indicators	Implications
INTERNATIONAL / EUROPEAN			
EU (2001) Directive on the assessment of the effects of certain plans and programmes on the environment (2001/42/EC)	The SA Directive adopted in 2001 specifically requires the consideration of "the likely significant effects on the environment, including on issues such as ... human health," (European Parliament and the Council of the European Union, 2001). The SA Protocol (United Nations Economic Commission for Europe, 2003) implements the political commitments made at the Third European Conference on Environment and Health and uses the term 'environment and health' throughout. It indicates that health authorities should be consulted at the different stages of the process and so goes further than the SA Directive. Once ratified, it will require changes to the SA Directive to require that health authorities are statutory consultees.	None	The SA should take into consideration this directive.
Kyoto Protocol on Climate Change  United Nations, 1997	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.	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 CO <sub>2</sub> emissions below 1990 levels by 2010.	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.  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.
The Water Framework Directive 2000/60/EC  European Commission, 2000	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: <ul style="list-style-type: none"> <li>• Expanding the scope of water protection to all waters, surface waters and groundwater;</li> <li>• Achieving "good status" for all waters by a set deadline;</li> <li>• Water management based on river basins;</li> <li>• "Combined approach" of emission limit values and quality standards;</li> <li>• Getting the prices right;</li> <li>• Getting the citizen involved more closely; and</li> <li>• Streamlining legislation.</li> </ul>	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.	The Core Strategy should include a policy that ensures the protection of ground and surface waters, reflecting the aims of the Water Framework Directive.  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.

Document title	Relevant objectives	Targets and indicators	Implications
<b>INTERNATIONAL / EUROPEAN</b>			
European Commission Air Quality Framework Directive 96/62/EC  European Commission, 1996	The Air Quality Framework Directive sets a framework for the monitoring and reporting of ambient levels of air pollutants.	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 Core Strategy 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.
European Commission White Paper on the European Transport Policy  European Commission, 2001	The White Paper on European Transport Policy proposes the following principal measures: <ul style="list-style-type: none"> <li>• Revitalising the railways;</li> <li>• Improving quality in the road transport sector;</li> <li>• Striking a balance between growth in air transport and the environment;</li> <li>• Turning inter-modality into reality;</li> <li>• Improving road safety;</li> <li>• Adopting a policy on effective charging for transport;</li> <li>• Recognising the rights and obligations of users;</li> <li>• Developing high quality urban transport; and</li> <li>• Developing medium and long-term environmental objectives for a sustainable transport system.</li> </ul>	None.	The Core Strategy should include policy(s) / relating to the provision of a safe and reliable sustainable transport network, taking into consideration the White Paper measures.  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.
<b>Cultural and historic heritage</b>			
UNESCO World Heritage Convention Concerning the Protection of the World Cultural and Natural Heritage, November 1972	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. <i>(continued)</i>	None.	The Core Strategy should include a policy / policies relating to the protection, conservation and presentation of cultural heritage, including the protection and sustainable management of the Saltire World Heritage Site, which reflect the requirements of Article 4



Document title	Relevant objectives	Targets and indicators	Implications
<b>INTERNATIONAL / EUROPEAN</b>			
<p>UNESCO World Heritage Convention Concerning the Protection of the World Cultural and Natural Heritage, November 1972</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"> <li>• 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;</li> <li>• Setting up one or more services for the protection, conservation and presentation of the cultural and natural heritage;</li> <li>• 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;</li> <li>• Taking appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage; and</li> <li>• 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.</li> </ul>	None.	<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>
<p>Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention)</p> <p>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>	None.	<p>The Core Strategy 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>
<b>Climate Change</b>			
<p>Renewable Energy Directive (2009/28/EC)</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.</p>	None	<p>The Core Strategy 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
<b>INTERNATIONAL / EUROPEAN</b>			
European Commission (2005) Second Climate Change Programme ECCPii	<p>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 biofuels share in emissions savings should be increased to 50 per cent.</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> <p>1) ECCP I review:</p> <ul style="list-style-type: none"> <li>- review the implementation of climate change related EU-wide policies and measures; assess implementation; identify new opportunities</li> </ul> <p>2) Aviation:</p> <ul style="list-style-type: none"> <li>- In order to mitigate the climate impacts of aviation, EU has introduced legislation to include aviation in the EU emissions trading scheme (EU ETS).</li> </ul> <p>3) CO2 and cars:</p> <ul style="list-style-type: none"> <li>- Limit value curve;</li> <li>- Phasing-in of requirements;</li> <li>- Lower penalty payments for small excess emissions until 2018;</li> <li>- Long-term target;</li> <li>- Eco-innovations.</li> </ul> <p>4) Carbon capture and storage:</p> <ul style="list-style-type: none"> <li>- 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.</li> </ul>	None	<p>The Core Strategy 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	<p>5) Adaptation:  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"> <li>- ECCP II working group on Impacts and Adaptation;</li> <li>- Impacts on water cycle and water resources management and prediction of extreme events;</li> <li>- Marine resources and coastal zones and tourism;</li> <li>- Human health;</li> <li>- Agriculture and forestry;</li> <li>- Biodiversity;</li> <li>- Regional planning, built environment, public and energy infrastructure, Structural funds;</li> <li>- Urban planning and construction;</li> <li>- Development cooperation;</li> <li>- Role of insurance industry;</li> <li>- Building national strategies for adaptation (country reports);</li> <li>- Developing the Green Paper on "Adapting to climate change in Europe - options for EU action";</li> <li>- Undertaking an extensive research project into adaptation and mitigation options;</li> <li>- Hosting a conference on climate change adaptation; and</li> <li>- Hosting workshops in three European countries in 2007.</li> </ul> <p>6) EU Emission Trading System review:  The Commission provides guidance on the application of VAT (pdf ~13K) to emission allowances.</p>		

Table A2 Review of national plans, policies and programmes and their objectives

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
<b>Sustainable development, spatial planning and environmental strategy / policy</b>			
<p>National Planning Framework (NPPF) Policy</p>	<p>The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It replaces all previous planning policies set out in PPSs and PPGs. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.</p> <p>The NPPF recognises that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:</p> <ul style="list-style-type: none"> <li>- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;</li> <li>- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and</li> <li>- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</li> </ul>	<p>Relevant targets and indicators which are discussed in further detail below through different topic areas, with relevant issues highlighted explaining the implications for SA.</p>	<p>The NPPF sets out the requirements for Local Plans, of which the Submission Draft Core Strategy document is a part. This is the main reference terms of national planning policy and procedure, which should be adhered to.</p> <p>The NPPF reiterates the need to be compliant with the SA regulations during the production of a Local Plan.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
NPPF - Minerals	<p>One of the core principles of the NPPF is facilitating the sustainable use of minerals. Policy guidance suggests the need to: Identify policies for existing and new sites of national importance, the definition of Mineral Safeguarding Areas so that locations of mineral sources are not sterilised by other developments, safeguarding of existing and planned mineral infrastructure (rail links, wharfage, storage, processing etc), environmental criteria to ensure there is not an unacceptable environmental impact and policies for reclaiming land and site aftercare.</p>	None	<p>The Core Strategy should identify policies for existing and new sites of national importance, define mineral safeguarding areas so the locations of mineral sources are not sterilised by other developments, safeguard existing and planned mineral infrastructure and environmental criteria to ensure no unacceptable adverse impact and policies for reclaiming land and site aftercare.</p>
<p>Urban White Paper: Our Towns, Our Cities, The Future. Delivering an Urban Renaissance</p> <p>Department for the Environment, Transport and the Regions (DETR), November 2000</p>	<p>The vision of the White Paper is 'of towns, cities and suburbs that offer a high quality of life and opportunity for all, not just the few'. The aim is to see:</p> <ul style="list-style-type: none"> <li>• People shaping the future of their community, supported by strong and truly representative local leaders;</li> <li>• People living in attractive, well kept towns and cities which use space and buildings well;</li> <li>• Good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion;</li> <li>• Towns and cities able to create and share prosperity, investing to help all their citizens reach their full potential; and</li> <li>• Good quality services – health, education, housing, transport, finance, shopping, leisure and protection from crime – that meet the needs of people and businesses wherever they are.</li> </ul> <p>This urban renaissance will benefit everyone, making towns and cities vibrant and successful, and protecting the countryside from development pressure.</p>	<p>The national target is that by 2008, 60% of additional housing should be provided on previously developed land and through conversions of existing buildings.</p> <p>The White Paper also includes a national target for 17% of underused land to be reclaimed by 2010.</p>	<p>The Core Strategy should take account of the key aims of the Urban White Paper and seek to address the aims in the policy framework. The use of previously developed land and reuse of buildings should be promoted.</p> <p>The SA should take into consideration the proposals in the Urban White Paper and seek to reflect the aims of the White Paper in the SA objectives / decision making criteria.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>Securing the Future: The UK Government Sustainable Development Strategy</p> <p>Secretary of State for Environment, Food and Rural Affairs, March 2005</p>	<p>The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.</p> <p>The Strategy includes the following guiding principles:</p> <ul style="list-style-type: none"> <li>• Living Within Environmental Limits – respecting the limits of the planet's environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;</li> <li>• Ensure a Strong, Healthy and Just Society - Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;</li> <li>• Achieving a Sustainable Economy - Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised;</li> <li>• Promoting Good Governance - Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy, and diversity; and</li> <li>• Using Sound Science Responsibly - Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (the precautionary principle) as well as public attitudes and values.</li> </ul> <p>The Strategy lists four priority areas for immediate action:</p> <ul style="list-style-type: none"> <li>• Sustainable production and consumption;</li> <li>• Climate change and energy;</li> <li>• Natural resource protection and environmental enhancement; and</li> <li>• Sustainable communities.</li> </ul>	<p>For the UK Government Strategy, a set of 68 indicators have been established, consisting of the 20 UK Framework Indicators and a further 48 indicators with which to monitor progress. The indicators are as follows:</p> <ul style="list-style-type: none"> <li>• Greenhouse gas emissions: Kyoto target and CO<sub>2</sub> emissions.</li> <li>• CO<sub>2</sub> emissions by end user.</li> <li>• Aviation and shipping emissions: greenhouse gases from UK-based international aviation and shipping fuel bunkers.</li> <li>• Renewable electricity: renewable electricity generated as a percentage of total electricity.</li> <li>• Electricity generation: electricity generated, CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>2</sub> emissions by electricity generators and GDP.</li> <li>• Household energy use: domestic CO<sub>2</sub> emissions and household final consumption expenditure.</li> <li>• Road transport: CO<sub>2</sub>, NO<sub>x</sub>, PM10 emissions and GDP.</li> <li>• Private vehicles: CO<sub>2</sub> emissions and car-km and household final consumption expenditure.</li> <li>• Road freight: CO<sub>2</sub> emissions and tonne-km, tonnes and GDP.</li> <li>• Manufacturing sector: CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>2</sub>, PM10 emissions and GVA.</li> <li>• Service sector: CO<sub>2</sub>, NO<sub>x</sub> emissions and GVA.</li> <li>• Public sector: CO<sub>2</sub>, NO<sub>x</sub> emissions and GVA.</li> <li>• Resource use: Domestic Material Consumption and GDP.</li> <li>• Energy supply: UK primary energy supply and gross inland energy consumption. (<i>continued</i>)</li> </ul>	<p>The Core Strategy should take account of the guiding principles and the priority areas for action and address these in the policy framework.</p> <p>The SA should take into account the guiding principles and priority areas for action in the Strategy and seek to reflect these in the SA objectives / decision making criteria.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>Securing the Future: The UK Government Sustainable Development Strategy</p> <p>Secretary of State for Environment, Food and Rural Affairs, March 2005</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>• Water resource use: total abstractions from non-tidal surface and ground water sources and GDP.</li> <li>• Domestic water consumption: domestic water consumption per head.</li> <li>• Waste: arisings by sector and method of disposal.</li> <li>• Household waste: arisings and percentage recycled or composted.</li> <li>• Bird populations: bird population indices, farmland birds, woodland birds, birds of coasts and estuaries, and wintering wetland birds.</li> <li>• Biodiversity conservation: priority species status and priority habitat status.</li> <li>• Agriculture sector: fertiliser input, farmland bird population, and ammonia and methane emissions and output.</li> <li>• Land use: area used for agriculture, woodland, water or river, urban (contextual indicator).</li> <li>• Land recycling: new dwellings built on previously developed land or through conversions and all new development on previously developed land.</li> <li>• Dwelling density: average density of new housing.</li> <li>• Fish stocks: fish stocks around the UK within sustainable limits.</li> <li>• Ecological impacts of air pollution: area of UK habitat sensitive to acidification and eutrophication with critical load exceedences.</li> <li>• Emissions of air pollutants: SO<sub>2</sub>, NO<sub>x</sub>, NH<sub>3</sub> and PM10 emissions and GDP.</li> <li>• River quality: rivers of good biological and chemical quality.</li> <li>• Economic output: GDP.</li> <li>• Productivity: UK output per worker. <i>(continued)</i></li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>Securing the Future: The UK Government Sustainable Development Strategy</p> <p>Secretary of State for Environment, Food and Rural Affairs, March 2005</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>• Investment: total investment and social investment relative to GDP.</li> <li>• Demography: population and population of working age (contextual indicator).</li> <li>• Households and dwellings: households, single person households and dwelling stock (contextual indicator).</li> <li>• Active community participation: informal and formal volunteering at least once a month.</li> <li>• Crime: crime survey and recorded crime for vehicles, domestic burglary and violence.</li> <li>• Fear of crime: car theft, burglary and physical attack.</li> <li>• Employment: people of working age in employment.</li> <li>• Workless households: population living in workless households (children and working age).</li> <li>• Economically inactive: people of working age who are economically inactive.</li> <li>• Childhood poverty: children in relative low-income households before housing costs and after housing costs.</li> <li>• Young adults: 16-19 year-olds not in employment, education or training.</li> <li>• Pensioner poverty: pensioners in relative low-income households before housing costs and after housing costs.</li> <li>• Pension provision: working age people contributing to a non-state pension in at least three years out of the last four.</li> <li>• Education: 19 year-olds with level 2 qualifications and above.</li> <li>• Health inequality: infant mortality (by socio-economic group) and life expectancy (by area) for men and women. <i>(continued)</i></li> </ul>	<p>See previous.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>Securing the Future: The UK Government Sustainable Development Strategy</p> <p>Secretary of State for Environment, Food and Rural Affairs, March 2005</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>• Healthy life expectancy: healthy life expectancy in men and women.</li> <li>• Mortality rates: death rates from circulatory disease and cancer, below 75 years and for areas with the worst health and deprivation indicators, and suicides.</li> <li>• Smoking: prevalence of smoking in all adults and 'routine and manual' socioeconomic groups.</li> <li>• Childhood obesity: prevalence of obesity in 2-10 year-olds.</li> <li>• Diet: people consuming five or more portions of fruit and vegetables per day and in low income households.</li> <li>• Mobility: number of trips per person by mode and distance travelled per person per year by broad trip purpose.</li> <li>• Access to key services.</li> <li>• Road accidents: number of people and children killed or seriously injured.</li> <li>• Air quality and health: annual levels of particles and ozone and days when air pollution is moderate or higher.</li> <li>• Housing conditions: social sector homes below the decent homes standard and vulnerable households in the private sector in homes below the decent homes standard.</li> <li>• Households living in fuel poverty: pensioners, households with children and the disabled / long-term sick.</li> <li>• Homelessness: rough sleepers, households in temporary accommodation and households with children.</li> <li>• Satisfaction in local area: households satisfied with the quality of the places in which they live.</li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p><b>The natural environment</b></p>			
<p>UK Biodiversity Action Plan</p>	<p>The UK BAP is the UK Government's response to the Convention on Biological Diversity signed in 1992. The BAP describes the UK's biological resources and includes a detailed plan for the protection of these resources, including a series of action plans for Priority Species and Habitats.</p> <p>UK Biodiversity Steering Group 1995 set a goal to 'conserve and enhance biological diversity within the UK and to contribute to the conservation of biodiversity through all appropriate mechanisms'.</p> <p>It should be noted that in 2008 there was a UK-wide Reporting Round for national and local BAPs, during which the Priority Species and Habitats were reviewed and the lists updated.</p>	<p>None.</p>	<p>The Core Strategy policy framework should ensure the protection, conservation and enhancement of biodiversity in line with the UK BAP.</p> <p>The SA should take into consideration the goal of the UK BAP and SA objectives / decision making criteria relating to the conservation and enhancement of species, habitats and wildlife networks should be included within the SA framework.</p>
<p>NPPF – Natural Environment</p>	<p>The NPPF sets out 12 core planning principles for plan and decision making, including: 'Conserving and enhancing the natural environment'. The planning system should contribute and enhance the natural and local environment by;</p> <ul style="list-style-type: none"> <li>• Protecting and enhancing valued landscapes, geological conservation interests and soils;</li> <li>• Recognising the wider benefits of ecosystem services;</li> <li>• Minimising impacts on biodiversity and providing net gains in biodiversity where possible, including by establishing coherent ecological networks that are more resilient to current and future pressures;</li> <li>• Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;</li> <li>• Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul> <p>Plans and decisions should encourage effective use of brownfield sites and take into account the economic benefits of agricultural land when assessing development, seeking to utilise areas of poorer quality land.</p> <p>Local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Planning and decision making should occur at a landscape scale across local authority boundaries and assess noise, air and light pollution, considering cumulative</p>	<p>None</p>	<p>The Core Strategy should include policies which seek to conserve and enhance the natural environment.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
<b>Social and community uses</b>			
NPPF – Housing	<p>impacts. Local planning authorities should protect and enhance biodiversity specifically regarding priority species/habitats, protected sites and potential/proposed/possible protected sites.</p> <p>Two of the NPPFs core principles are the delivery of a wide choice of high quality homes and requiring good design. Local planning authorities are required to significantly boost the supply of housing through;</p> <ul style="list-style-type: none"> <li>Affordable and meeting needs of the market, identifying accessible sites for 5, 6-10 and 11-15 years worth of housing/growth.</li> <li>Illustrating the expected rate of housing delivery through a housing trajectory and set out a strategy.</li> <li>Deliver high quality housing, widen opportunities for home ownership and create sustainable inclusive and mixed communities.</li> <li>Making allowance for windfall sites on the basis that such sites are consistently available.</li> <li>Resisting inappropriate development of residential gardens.</li> <li>Avoid isolated country homes unless they were truly outstanding or innovative in design or enhance the surroundings.</li> </ul> <p>Housing in rural areas should be located where it will enhance or maintain the vitality of rural communities.</p> <p>Planning policies and decisions should aim to ensure that developments:</p> <ul style="list-style-type: none"> <li>Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</li> <li>Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;</li> <li>Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;</li> </ul>	<p>Update and identify annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition.</p> <p>Identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15</p>	<p>The Core Strategy should seek to boost the supply of housing in Bradford and to include policies that will help to deliver a wide choice of high quality housing.</p> <p>The Core Strategy should identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
NPPF - Economy	<ul style="list-style-type: none"> <li>Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and</li> <li>Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and good architecture and appropriate landscaping.</li> </ul> <p>One of the NPPF's core planning principles for plan and decision making is building a strong competitive economy. The NPPF highlights the Government's commitment to securing economic growth to create jobs and prosperity, ensuring the planning system does everything it can to support sustainable economic growth. Local planning authorities are required to proactively meet development needs recognising potential barriers to invest (including infrastructure, housing and services) and regularly review land allocations. Economic growth in rural areas should be supported to create jobs and sustainable new developments, including expansion of all types of businesses, diversification of agriculture, supporting tourism and retention of local services.</p> <p>In drawing up local plans, local authorities should;</p> <ul style="list-style-type: none"> <li>Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;</li> <li>Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;</li> <li>Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;</li> <li>Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;</li> <li>Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and</li> </ul> <p>Facilitate flexible working practices such as the integration of</p>	None	The Core Strategy should include policies which will help build a strong competitive economy for Bradford, and contribute to the wider Yorkshire region and the national economy.

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
<p>Sustainable Communities: Building For The Future</p> <p>ODPM, February 2003</p>	<p>residential and commercial uses within the same unit.</p> <p>The Sustainable Communities Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of our public spaces.</p> <p>The main objective is to create sustainable communities with a sense of place, where people have enough houses, jobs and services and that the physical environment is enhanced, crime is reduced and health care and education are improved.</p> <p>This document sets out a framework for the development of sustainable communities. The main objective is to create sustainable communities with a sense of place, where people have enough houses, jobs and services and that the physical environment is enhanced, crime is reduced and health care and education are improved. The key challenges are:</p> <ul style="list-style-type: none"> <li>• To improve conditions for vulnerable people in private accommodation;</li> <li>• To ensure all tenants, social and private, get an excellent service from their landlord;</li> <li>• To ensure all communities have a clean, safe and attractive environment in which people can take pride;</li> <li>• To bring life back to those areas where there is low demand for housing and where, in the worst cases, homes have been abandoned;</li> <li>• To recreate sustainable communities; <i>(continued)</i></li> </ul>	<p>None.</p>	<p>The Core Strategy should reflect the objectives of the Sustainable Communities Plan in the policy framework.</p> <p>The SA should take into consideration the Sustainable Communities Plan and SA objectives / decision making criteria relating to the objectives of the Plan (housing, employment, services, the environment, crime, healthcare and education) should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
Sustainable Communities: Building For The Future  ODPM, February 2003	<ul style="list-style-type: none"> <li>To ensure the repetition of serious problems is prevented in the longer term;</li> <li>To support the National Strategy for Neighbourhood Renewal by tackling the deprivation prevalent in low demand areas;</li> <li>To ensure that in tackling housing shortages we protect the countryside and enhance its quality rather than create urban sprawl;</li> <li>To address the housing needs of rural communities who are often the guardians of the countryside;</li> <li>To accommodate the economic success of London and the wider South East and ensure that the international competitiveness of the region is sustained, for the benefit of the region and the whole country;</li> <li>To alleviate pressures on services and housing caused by economic success where these pressures cannot readily be dealt with within existing towns and cities; and</li> <li>Where new and expanded communities are needed, to ensure that these are sustainable, well-designed, high quality and attractive places in which people will positively choose to live and work.</li> </ul>	See previous.	See previous.
White Paper - Our Health, Our Care, Our Say: A New Direction for Community Services  Department for Health, January 2006	The Health White Paper sets the direction for the UK health and social care system. The vision is of a new strategic direction for all the care and support services that people use in their communities and neighbourhoods. There are three themes: <ul style="list-style-type: none"> <li>Putting people more in control of their own health and care;</li> <li>Enabling and supporting health, independence and well being; and</li> <li>Rapid and convenient access to high quality, cost effective care.</li> </ul>	None.	The Core Strategy should consider the key themes of the Health White Paper in the policy framework.  The SA should take into consideration the Health White Paper key themes and an SA objective / decision making criteria relating to improving health and well being and ensuring access to quality healthcare should be included within the SA framework.
<b>Climate change, air, land and water</b>			
NPPF – Climate Change	One of the core principles of the NPPF is meeting the challenge of climate change, flooding and coastal change and encourages the adoption of proactive strategies to mitigate and adapt to climate change in line with the objectives and provisions of the Climate Change Act 2008, taking full consideration of flood risk, coastal change and water supply and demand. The NPPF also supports a low carbon future by helping to increase the use of renewable and low carbon sources in line with the National Policy Statement for Renewable Energy Infrastructure it seeks to ensure that all types of	None	The Core Strategy should include policies which seek to meet the challenges of climate change, including mitigation.

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
	<p>flood risk is taken into account over the long term at the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.</p>		
<p>Stern Review on the Economics of Climate Change HMSO, February 2007</p>	<p>Although not formal policy the Stern Review is the clearest measurement of the social and financial implications of global warming. The report states that:</p> <ul style="list-style-type: none"> <li>• Global warming will cost the world up to £3.68 trillion unless it is tackled within a decade;</li> <li>• Unchecked climate change would turn 200 million people into refugees, the largest migration in modern history, as their homes succumbed to drought or flood;</li> <li>• The world needs to spend 1 per cent of global GDP dealing with climate change now, or face a bill of between five and 20 times higher for damage caused by letting it continue.</li> </ul>	<p>None.</p>	<p>The Core Strategy should consider the outcomes of the Stern Review and ensure the inclusion of appropriate policies relating to climate change mitigation and adaptation within the policy framework.</p> <p>The SA should take into consideration the conclusions of the Stern Review and an SA objective / decision making criteria relating to climate change mitigation and adaptation should be included within the SA framework.</p>
<p>Climate Change the UK Programme Secretary of State for the Environment, Food and Rural Affairs, March 2006</p>	<p>The UK Climate Change Programme sets out the policies and priorities for climate change action in the UK and internationally. The aim is to reduce dependence on fossil fuel and make a radical shift to more sustainable patterns of energy generation and consumption.</p>	<p>The UK Government have set a domestic goal to reduce carbon dioxide emissions by 20 per cent below 1990 levels by 2010 and by 60 per cent by 2050.</p>	<p>The Climate Change Programme policies and priorities for climate change action should be reflected in the Core Strategy policy framework.</p> <p>The SA should take into consideration the policies and priorities of the Climate Change Programme and SA objectives / decision making criteria relating to energy supply and use, reducing greenhouse gas emissions, sustainable transport, and climate change adaptation should be included within the SA framework.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>Meeting the Energy Challenge: A White Paper on Energy</p> <p>DTI, May 2007</p>	<p>The Energy White Paper sets out the Government's international and domestic energy strategy to address long-term energy challenges. The Strategy sets out four energy policy goals:</p> <ul style="list-style-type: none"> <li>To put ourselves on a path to cutting the UK's carbon dioxide emissions – the main contributor to global warming – by some 60% by 2050, with real progress by 2020;</li> <li>To maintain the reliability of energy supplies;</li> <li>To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and</li> <li>To ensure that every home is adequately and affordably heated.</li> </ul>	<p>The draft Climate Change Bill creates a new legal framework for the UK achieving, through domestic and international action, at least a 60% reduction in carbon dioxide emissions by 2050, and a 26-32% reduction by 2020, against a 1990 baseline.</p>	<p>The energy policy goals and priorities of the Energy White Paper should be reflected in the Core Strategy policy framework.</p> <p>The SA should take into consideration the goals and priorities of the Energy White Paper and SA objectives / decision making criteria relating to energy saving / energy efficiency and renewable energy should be included within the SA framework.</p>
<p>The Air Quality Strategy for England, Wales and Northern Ireland</p> <p>DEFRA, July 2007</p>	<p>The Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK in the long term. The Strategy sets out the air quality standards and objectives for concentrations of pollutants in England.</p>	<p>None.</p>	<p>The Core Strategy should seek to address the aims of the Air Quality Strategy in the policy framework.</p> <p>The SA should take into consideration the aims and objectives of the Air Quality Strategy and an SA objective / decision making criteria relating to limiting the emission of air pollutants and improving air quality should be included within the SA framework.</p>
<p>NPPF – Air Quality</p>	<p>The NPPF states that planning policies should sustain compliance with the EU limit values or national objectives for pollutants, taking into account the presence of air quality management areas and the cumulative impact on air quality. Further stating that any new development in Air Quality Management Areas is consistent with local air quality action plans.</p>	<p>None</p>	<p>The Core Strategy should include policies which seek to sustain compliance with EU limit values or national objectives for pollutants, taking into account the presence of air quality management areas and cumulative impacts on air quality.</p>
<p>Building a Greener Future: Policy Statement</p> <p>DCLG, July 2007</p>	<p>The Building a Greener Future policy statement confirms the Government's intention for all new homes to be zero carbon by 2016 with a major progressive tightening of the energy efficiency building regulations up to this period.</p>	<p>25 per cent of new homes to be zero carbon by 2010, 44 per cent by 2013 and all new homes to be zero carbon by 2016.</p>	<p>The Core Strategy should consider the Government's targets for new homes and reflect these within the policy framework.</p> <p>The SA should take account of the targets and an SA objective / decision making criteria relating to improving energy efficiency should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p> <p>The Code for Sustainable Homes</p> <p>DCLG, December 2006</p>	<p>The Code for Sustainable Homes is a national standard for sustainable design and construction of new homes. The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme, developed by the Building Research Establishment (BRE).</p>	<p>The Code for Sustainable Homes includes minimum standards on energy, carbon dioxide, water, materials and surface water run-off.</p>	<p>The Core Strategy should seek to include a requirement within the policy framework to meet Code for Sustainable Homes standards.</p> <p>The SA should take account of the standards detailed within the Code for Sustainable Homes as part of the appraisal and SA objectives / decision making criteria relating to the development of housing that meets Code for Sustainable Homes standards should be included within the SA framework.</p>
<p>NPPF – Water, Including Flood Risk.</p>	<p>Among the NPPF's core principles are 'conserving and enhancing the natural environment' and 'meeting the challenge of climate change, flooding and coastal change'; in fulfilling these objectives, the planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.</p> <p>In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment.</p> <p>Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.</p> <p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:</p> <ul style="list-style-type: none"> <li>• applying the Sequential Test;</li> <li>• if necessary, applying the Exception Test;</li> <li>• safeguarding land from development that is required for current</li> </ul>	<p>None</p>	<p>The Submission Draft Core Strategy should include policies which seek to manage and reduce flood risk.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
<p>Future of Transport White Paper Department for Transport, July 2004</p>	<p>and future flood management;</p> <ul style="list-style-type: none"> <li>using opportunities offered by new development to reduce the causes and impacts of flooding; and</li> </ul> <p>Where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.</p> <p>The Future of Transport White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.</p> <p>The aim is to provide a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve environmental objectives. This means coherent transport networks with:</p> <ul style="list-style-type: none"> <li>The road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;</li> <li>The rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;</li> <li>Bus services that are reliable, flexible, convenient and tailored to local needs;</li> <li>Making walking and cycling a real alternative for local trips; and</li> <li>Ports and airports providing improved international and domestic links.</li> </ul>	None.	<p>The Core Strategy should take account of the aims and proposals within the Transport White Paper and seek to reflect these in the policy framework. A policy on transport should be included, which promotes the development of an integrated and more sustainable transport network.</p> <p>The SA should take into consideration the aims and proposals within the Transport White Paper and SA objectives / decision making criteria relating to the provision of an integrated and more sustainable transport network should be included within the SA framework.</p>
<p>NPPF - Transport</p>	<p>The NPPF seeks to promote sustainable transport and notes that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.</p> <p>Local Planning Authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.</p> <p>Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.</p> <p>Plans and decisions should ensure developments that generate</p>	None	<p>The Core Strategy should include policies which seek to promote sustainable transport and to set out a pattern of development that will help facilitate use of sustainable modes of transport.</p> <p>The SA should take into consideration the aims and proposals within the NPPF in relation to transport and SA objectives / decision making criteria relating to the provision of an integrated and more sustainable transport network should be included within the SA</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>NATIONAL</b>			
	<p>significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.</p> <p>Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.</p> <p>Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.</p> <p>Local planning authorities should identify and protect where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.</p>		framework.
<b>Cultural and historic heritage</b>			
NPPF – Historic Environment	<p>One of the NPPF's 12 core planning principles for plan and decision making is the conservation and enhancement of the historic environment.</p> <p>Local planning authorities are required to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets. Proposals that preserve the setting, reveal the significance of the asset or make a positive contribution should be treated favourably.</p>	None	<p>The Core Strategy should include policies which seek to protect and enhance the historic environment.</p> <p>The SA should take into consideration the aims and proposals within NPPF in relation to the historic environment and SA objectives / decision making criteria relating to the protection of the historic environment.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>NATIONAL</b></p>			
<p>Heritage Protection for the 21<sup>st</sup> Century White Paper Department for Culture, Media and Sport, March 2007</p>	<p>The Heritage White Paper sets out the Government's proposals for the protection of heritage in England and Wales. The proposals reflect the importance of the heritage protection system in preserving heritage for people to enjoy now and in the future. They are based around three core principles:</p> <ul style="list-style-type: none"> <li>• Developing a unified approach to the historic environment;</li> <li>• Maximising opportunities for inclusion and involvement; and</li> <li>• Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.</li> </ul>	<p>None.</p>	<p>The Core Strategy should take account of the proposals in the Heritage White Paper and subsequent consultations (summarised in Heritage Protection for the 21<sup>st</sup> Century: An Analysis of Consultation Responses, November 2007) and seek to reflect these in the policy framework where appropriate.</p> <p>The SA should take into consideration the proposals in the Heritage White Paper, along with consultations on the proposals and an SA objective / decision making criteria relating to the protection and enhancement of local heritage should be included within the SA framework.</p>
<p>The Historic Environment: A Force for Our Future Department for Culture, Media and Sport, 2001</p>	<p>This Statement sets out the intention of the Government to protect the historic environment recognising its major contribution to the economy in rural and deprived communities as well as in traditional economic centres. It states the need for the development of new policies to further realise economic and educational potential. The historic environment should be protected and sustained for the benefit of our own and future generations.</p>	<p>None.</p>	<p>The Core Strategy should take account of the proposals in the Statement and seek to reflect these in the policy framework. A policy on heritage should be included, which affords protection to the historic environment.</p> <p>The SA framework should take into consideration the proposals in the Statement and SA objectives / decision making criteria relating to the protection of the historic environment should be included within the SA framework.</p>

Table A3 Review of regional plans, policies and programmes and their objectives

Document title	Relevant objectives	Targets and indicators	Implications
<b>REGIONAL</b>			
<b>Sustainable development, spatial planning and environmental strategy / policy</b>			
<p>Leeds City Region Development Programme</p> <p>Leeds City Council, November 2006</p>	<p>The Leeds City Region Development Programme is an economic plan for the city region, built on the three principles of subsidiary, added value, and co-operation between the eleven local authorities.</p> <p>The shared vision for the Leeds City Region is: <i>“to develop an internationally recognised city-region; to raise economic performance; to spread prosperity across the whole of the city region, and to promote a better quality of life for all of those who live and work here.”</i></p> <p>The Development Programme is the action plan that sets out how the partner authorities will deliver their shared Vision.</p>	<p>None.</p>	<p>The Core Strategy policy framework should be developed with due regard to the vision and aims of the Development Programme.</p> <p>The SA should take into consideration the vision and aims of the Development Programme and SA objectives / decision making criteria relating to economic performance and quality of life included within the SA framework.</p>
<b>Climate change, air, land and water</b>			
<p>The West Yorkshire Local Transport Plan and Bus Strategy 2006-2011</p> <p>West Yorkshire Local Transport Plan Partnership, 2006</p>	<p>The second West Yorkshire LTP sets out a programme for a wide range of improvements to local transport over the period 2006 to 2011. It aims to address the five following areas on accessibility, air quality, congestion, safety and asset management.</p> <p>The objective of the LTP is to develop and maintain an integrated transport system that supports economic growth in a safe and sustainable way and enhances overall quality of life for the people of West Yorkshire. It will do this by:</p> <ul style="list-style-type: none"> <li>• Improving access to jobs, education and other key services for everyone.</li> <li>• Reducing delays to the movement of people and goods.</li> <li>• Improving safety for all highway users.</li> <li>• Limiting transport emissions of air pollutants, greenhouse gases and noise.</li> <li>• Improving the condition of the transport infrastructure.</li> </ul>	<p>The West Yorkshire LTP lists the following indicators in the LTP monitoring report:</p> <ul style="list-style-type: none"> <li>• Unemployment rates.</li> <li>• Local trade levels / vacant premises.</li> <li>• Central area rental values.</li> <li>• Town centre footfall.</li> <li>• Non car travel time to hospitals.</li> <li>• Bus service punctuality.</li> <li>• Satisfaction with Bus Services (BVPI 104).</li> <li>• Cycle flows.</li> <li>• Satisfaction with LTP funded Public Transport Facilities.</li> <li>• Access Bus patronage.</li> <li>• Pedestrian Crossing Facilities (BVPI 165).</li> <li>• Average journey time per person per mile on key routes. <i>(continued)</i></li> </ul>	<p>The Core Strategy should take account of the LTP objectives and programme and seek to reflect these in the policy framework. The framework should promote the development of an integrated and safe sustainable transport system, seek to limit transport impacts, and ensure accessibility for all.</p> <p>The SA should take into consideration the LTP objectives and programme and SA objectives / decision making criteria relating to sustainable transport, road safety and access should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>REGIONAL</b>			
<p>The West Yorkshire Local Transport Plan and Bus Strategy 2006-2011</p> <p>West Yorkshire Local Transport Plan Partnership, 2006</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>• Town / city centre morning peak period traffic flows.</li> <li>• Mode share for journeys to school.</li> <li>• Public transport patronage (BVPI 102).</li> <li>• AM Peak Period modal split to main urban centres.</li> <li>• Area wide traffic flows.</li> <li>• Area wide road transport emissions.</li> <li>• Rail patronage.</li> <li>• Peak period journey time variability on key routes.</li> <li>• % of network below reference speed in peak periods.</li> <li>• Mode share for travel to work.</li> <li>• Travel distance to work.</li> <li>• Cost of travel.</li> <li>• All day commuter parking supply and cost.</li> <li>• All road user casualty trends.</li> <li>• Road casualty trends for children.</li> <li>• Nitrogen dioxide levels in AQMAs.</li> <li>• Principal, Non Principal and Unclassified Road Condition (BVPI's 223, 224a and 224b).</li> <li>• Footway Condition (BVPI 187).</li> <li>• Bus shelters meeting modern standards.</li> </ul>	<p>See previous.</p>
<p>West Yorkshire Local Transport Plan 3 (2011-2026)</p>	<p>The third West Yorkshire LTP sets out a programme for a wide range of improvements to local transport over the period 2011 to 2026.</p> <p><b>Objectives of LTP3</b></p> <p>Public feedback helped shape the Plan, which is entitled 'My Journey', and has three main objectives:</p> <ul style="list-style-type: none"> <li>• <b>Economy</b> To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;</li> <li>• <b>Low Carbon</b> To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;</li> <li>• <b>Quality of Life</b> To enhance the quality of life of people living in, working in and visiting West Yorkshire.</li> </ul> <p>The Plan sets out to tackle congestion and a lack of transport</p>	<p>The plan includes the following indicators to monitor progress of the plan:</p> <ul style="list-style-type: none"> <li>• Journey Time Reliability;</li> <li>• Access to employment;</li> <li>• Mode share;</li> <li>• Emissions of CO2 from transport;</li> <li>• All road casualties – people killed or seriously injured</li> <li>• Satisfaction with transport</li> </ul>	<p>The Core Strategy should take account of the LTP objectives and programme and seek to reflect these in the policy framework. The framework should promote the development of an integrated and safe sustainable transport system, seek to limit transport impacts, and ensure accessibility for all.</p> <p>The SA should take into consideration the LTP objectives and programme and SA objectives / decision making criteria relating to sustainable transport, road safety and access should be included within the SA framework.</p>



Document title	Relevant objectives	Targets and indicators	Implications
REGIONAL	<p>investment which are key contributory factors to lower than average economic performance in West Yorkshire. It also aims to prepare for the predicted, post-recession growth in employment, population and housing and their impact on the reliability of the transport network.</p> <p>Four themes run through LTP3 to help ensure it achieves its aims:</p> <ul style="list-style-type: none"> <li>• <b>Transport Assets</b> focusing on the existing components of the transport network such as roads, bus stations &amp; stops and traffic lights to ensure we are getting the most value out of them</li> <li>• <b>Travel Choices</b> enabling customers to make the most sustainable choices about when and how they travel</li> <li>• <b>Connectivity</b> ensuring people can make integrated and safe journeys using transport networks on which they can rely.</li> <li>• <b>Enhancements</b> improving the overall network to make it more fit for journeys in the future.</li> </ul>		

Table A4 Review of local plans, policies and programmes and their objectives

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<b>Sustainable development, spatial planning and environmental strategy / policy</b>			
Bradford District 2020 Vision	<p>The Bradford District 2020 Vision provides a framework to promote and improve the social, economic and environmental well-being of present and future generations. It sets out the direction of travel for the District, the Council, other public agencies, businesses, voluntary organisations and the public. The key points are:</p> <ul style="list-style-type: none"> <li>• A vibrant economy, fully integrated in to the wider economy of the region.</li> <li>• A diversified high-wage, high-skill, knowledge base economy.</li> <li>• Excellent public services and community leadership.</li> <li>• Cleaner, greener, safer and more ecologically healthy neighbourhoods.</li> <li>• Better community where diverse people and communities respect and value each other and live in harmony.</li> <li>• A District which is proud of, and makes the most of, its natural environment, its heritage and its potential.</li> </ul>	None.	<p>The Core Strategy policy framework should be developed with due regard to the 2020 Vision for Bradford.</p> <p>The SA should take into consideration the key points of the 2020 Vision and SA objectives / decision making criteria relating to the economy, skills and training, biodiversity, the environment and heritage should be included within the SA framework.</p>
Bradford District Environment Strategy 2008-2011  The Environment Partnership, 2007	<p>The Bradford District Environment Strategy sets out plans to protect and enhance the District's environment and how Bradford will reduce its impact on the global environment during the period 2008-2011. The Strategy includes the following aims and objectives:</p> <ul style="list-style-type: none"> <li>• <b>To improve the quality of the neighbourhood environment:</b> <ul style="list-style-type: none"> <li>• Improve the cleanliness and attractiveness of the District.</li> <li>• To support the upkeep and use of the public realm such as parks, woodlands and green spaces in the district.</li> <li>• Address litter and fly-tipping through awareness campaigns, improvements in management, containerisation of waste and enforcement penalties. (<i>continued</i>)</li> </ul> </li> </ul>	<p>The Environment Strategy lists the following national indicator descriptors:</p> <ul style="list-style-type: none"> <li>• NI3 – civic participation in the local area.</li> <li>• NI4 – % of people who feel they can influence decisions in their locality.</li> <li>• NI7 – Environment for a thriving third sector.</li> <li>• NI110 – Young people's participation on positive activities.</li> <li>• NI138 – Satisfaction of people over 65 with both home and neighbourhood. (<i>continued</i>)</li> </ul>	<p>The Council note that these are an important set of objectives. The Core Strategy should elaborate on these and consider how they interact with other plan objectives and identify means by which spatial planning can achieve such objectives.</p> <p>The SA should take into consideration the aims and objectives of the Environment Strategy and SA objectives / decision making criteria relating to environmental quality, biodiversity, waste, energy consumption and energy efficiency and climate change should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p>			
<p>Bradford District Environment Strategy 2008-2011</p> <p>The Environment Partnership, 2007</p>	<ul style="list-style-type: none"> <li>• Prioritise and deliver gateway and corridor improvements.</li> <li>• Improve the environment of the river and canal corridor by providing safe walking and cycling opportunities to the benefit of the community, business and visitors, with Airedale Waterways Partnership.</li> <li>• Develop marketing campaigns directed at children and adults to develop awareness of liveability issues and encourage action.</li> <li>• To assist schools in developing liveability education programmes with links to businesses and public sector organisations.</li> <li>• Support the voluntary and community sector to improve the neighbourhood environment.</li> <li>• <b>To establish Bradford District as a champion in protecting the natural environment and reduce waste:</b></li> <li>• Develop a marketing campaign to develop public awareness of resource efficiency issues and encourage action.</li> <li>• Provide support and awareness raising to enable Small and Medium Sized Enterprises (SMEs) to use resources more efficiently, reduce their waste and recover value.</li> <li>• Promote additional composting of kitchen and garden waste through the sale of subsidised home compost bins, in partnership with private companies.</li> <li>• Increase the level of recycling through awareness raising and by extending kerbside recycling for paper, glass and metal and collection of garden waste, in partnership with community organisations and private operators. This includes support for "niche" recycling initiatives such as Aire Valley Recycling.</li> <li>• Increase the level of woodland and tree cover to expand and connect habitat areas.</li> <li>• Improve the protection and enhancement of biodiversity across the District. <i>(continued)</i></li> </ul>	<ul style="list-style-type: none"> <li>• NI167 – Congestion – average journey time per mile during the morning peak.</li> <li>• NI185 – CO<sub>2</sub> reduction from Local Authority operations.</li> <li>• NI186 – Per capita CO<sub>2</sub> emissions in the Local Authority area.</li> <li>• NI187 – Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating.</li> <li>• NI188 – Adapting to climate change.</li> <li>• NI191 – Residual household waste per head.</li> <li>• NI192 – Household waste recycled and composted.</li> <li>• NI193 – Municipal waste landfilled.</li> <li>• NI194 – Level of air quality – reduction in NO<sub>x</sub> and primary PM10 emissions through local authority's estate and operations.</li> <li>• NI195 – Improved street and environmental cleanliness (levels of graffiti, litter, detritus and fly posting).</li> <li>• NI196 - Improved street and environmental cleanliness – fly tipping.</li> <li>• NI197 – Improved local biodiversity – active management of local sites.</li> <li>• NI198 – children travelling to school – mode of travel usually used.</li> </ul> <p>The Environment Strategy lists the following Forum for the Future – Sustainable Cities indicators:</p> <ul style="list-style-type: none"> <li>• Air quality – the annual average for particulates.</li> <li>• River water quality – the percentage of rivers where biological and chemical qualities were deemed to be good or fair. <i>(continued)</i></li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
Bradford District Environment Strategy 2008-2011  The Environment Partnership, 2007	<ul style="list-style-type: none"> <li>• Work with organisations and their suppliers to reduce packaging and increase recycling.</li> <li>• <b>To reduce the impact the District has on climate change:</b></li> <li>• Reduce commercial and industrial energy consumption by promoting and improving energy efficiency measures and sharing good practice.</li> <li>• Reduce domestic energy consumption by promoting and improving the energy efficiency measures.</li> <li>• Develop partnership projects in renewable energy production including solar power and biomass (e.g. wood) as priorities.</li> <li>• Promote the use of public transport and other modes of sustainable transport in method of tackling climate change.</li> <li>• Support the District's ability to adapt to the impact of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Ecological footprint – the impact of services, housing, travel and housing on the environment.</li> <li>• Waste collected per head – a partial proxy for the resources used per capita.</li> <li>• Quality of life.</li> <li>• Healthy life expectancy at 65 – the number of years a person can expect to live in "good" or "fairly good" self-perceived general health.</li> <li>• Resident satisfaction with green space.</li> <li>• Resident satisfaction with local bus services.</li> <li>• Unemployment – the number of claimants as a percentage of working age population.</li> <li>• Educations – percentage of the working age population with NVQ2 or equivalent.</li> <li>• Future Proofing.</li> <li>• Local Authority commitments on climate change.</li> <li>• Green business per capita – the number of environmental businesses listed on yell.com.</li> <li>• Biodiversity – percentage of land deemed to favour biodiversity.</li> <li>• Recycling – improvement in recycling and the overall level of recycling.</li> </ul>	See previous.
Bradford City Centre Masterplan  Bradford Centre Regeneration, 2003	<p>The aim of the Bradford City Centre Masterplan is to reposition Bradford City Centre in relation to surrounding centres by revealing its assets and planning a distinctive new identity. The City Centre Masterplan was developed into four neighbourhoods: The Bowl, The Channel, The Market and The Valley.</p> <p>The City Centre Masterplan has been translated into planning policy through the City Centre Design Guide and adopted as a SPD in April 2006.</p>	None.	<p>The Core Strategy policy framework should take into account the aim and proposals of the Bradford City Centre Masterplan.</p> <p>The SA should take into consideration the aim and proposals of the City Centre Masterplan and SA objectives / decision making criteria on regeneration should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Airedale Masterplan and Strategy for Airedale</p> <p>Arup, 2005</p>	<p>The Airedale Corridor Masterplan is a strategy for the economic regeneration of Airedale. The main aim of the Masterplan is to deliver the Bradford 2020 vision for Airedale. The Masterplan identifies three Airedale Corridors to deliver the 2020 Vision:</p> <p><b>Creative Corridor:</b> Internationally recognised for its focus on commercial research, design and development of products and services; a place specialising in innovation and business start-up driven by the widespread integration of digital technology in Airedale.</p> <p><b>Connected Corridor:</b> A model of integrated transport and communications for road, rail, air and broadband that supports the new and existing world-class companies within Airedale.</p> <p><b>Lifestyle Corridor:</b> A place in which to live, visit and invest. It is about achieving a quality of life that draws upon the proximity of the natural environment and vibrant town centres, utilising the fantastic heritage that is present in all the towns. The key elements are the regeneration of the core town centres and their housing, and enhancing the retail, leisure and cultural facilities in Airedale.</p> <p>It is not a land use allocation plan although it makes recommendations that have a site specific content. This is particularly evident in the proposals for Keighley Town Centre, Dalton Lane, Beechcliffe, Castlefields, Bingley Town Centre, Shipley Town Centre, Dockfield Road, Saltaire, Steeton &amp; Silsden, Esholt and Bolton Woods.</p>	<p>To make the changes happen the Strategy identifies short-term interventions for the 2005-2008 period, medium-term interventions for the 2008-2012 period and long-term interventions for 2012-2020.</p>	<p>The Core Strategy should be developed with due regard to the proposals in the Airedale Corridor Masterplan and Strategy documents.</p> <p>The Council highlight that there are a number of proposals that do not conform to the framework set in the UDP. Work needs to start on incorporating the masterplan into the LDF, starting with an issues and options report. Those areas subject to objection or controversy would need to be fully explored in the statutory process.</p> <p>The SA framework should take into consideration the proposals in the Airedale Corridor Masterplan and Strategy documents. SA objectives / decision making criteria relating to increasing business innovation and start-ups, creating integrated transport networks and regeneration should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
Manningham Masterplan  GVA Grimley, 2005	<p>The Manningham Masterplan sets the broad context for the regeneration and spatial development of the Manningham area, identifying significant physical and social projects which will provide a catalyst for change and harness planned and potential investment for the area. Priority objectives of the Manningham Masterplan are:</p> <ul style="list-style-type: none"> <li>• <b>Establish Manningham as a cohesive culturally diverse village, welcoming to residents, businesses and visitors from Bradford and beyond:</b> <ul style="list-style-type: none"> <li>• Engage the community in the delivery of the masterplan and key projects.</li> <li>• To maximise community involvement with neighbourhood management.</li> <li>• Provide for new multi-cultural community facilities (indoor and outdoor).</li> </ul> </li> <li>• <b>Secure Manningham as a high quality residential neighbourhood:</b> <ul style="list-style-type: none"> <li>• Opportunities for schools, parks and neighbourhood management.</li> <li>• Specify and cost grades of improvement to all homes and streets.</li> </ul> </li> <li>• <b>Encourage an enterprise and learning culture with young people and existing businesses:</b> <ul style="list-style-type: none"> <li>• Provide business accommodation which delivers a ladder of progression within the neighbourhood.</li> <li>• Develop Enterprise Island as a centre for testing and supporting new business ideas.</li> </ul> </li> <li>• <b>Promote Manningham as a place of beauty with a positive image locally and regionally:</b> <ul style="list-style-type: none"> <li>• Providing projects which embody excellence in design.</li> <li>• Attracting visitors to the mills, the park and Enterprise Island. <i>(continued)</i></li> </ul> </li> </ul>	<p>See previous.</p>	<p>See previous.</p>
Manningham Masterplan  GVA Grimley, 2005	<ul style="list-style-type: none"> <li>• <b>To maximise Manningham's economic, transport and social linkages with Bradford and the West Yorkshire sub-region:</b> <ul style="list-style-type: none"> <li>• To ensure compatibility with the urban centre, canal corridor and Aire/dales masterplans.</li> <li>• To ensure that the neighbourhood manages traffic flows appropriately.</li> </ul> </li> </ul>	<p>See previous.</p>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>Economic Strategy for Bradford District 2007 – 2020</p> <p>Bradford District Economic Partnership, 2007</p>	<p>The Economic Strategy vision is 'that Bradford's economy will be a driving force in the region: a place in which business thrives, creating opportunity, prosperity and jobs'. To achieve this, the Strategy details the following priorities and actions:</p> <ul style="list-style-type: none"> <li>• <b>Improving education:</b> young people equipped to succeed in the world of work: <ul style="list-style-type: none"> <li>• Raising attainment.</li> <li>• Embedding core skills.</li> <li>• Preparing young people for work.</li> </ul> </li> <li>• <b>Raising skills:</b> Demand-led skills provision meeting the needs of employers: <ul style="list-style-type: none"> <li>• Improving workforce skills.</li> <li>• Developing higher level skills.</li> <li>• Co-ordinating actions.</li> </ul> </li> <li>• <b>Securing employment:</b> A large workforce employed in appropriate jobs in Bradford and the city region: <ul style="list-style-type: none"> <li>• Increasing employability.</li> <li>• Tackling disadvantage.</li> <li>• Connecting people to employment.</li> </ul> </li> <li>• <b>Promoting enterprise:</b> More businesses, creating wealth and opportunity: <ul style="list-style-type: none"> <li>• Increasing business start-ups.</li> <li>• Making knowledge work.</li> <li>• Encouraging local solutions.</li> </ul> </li> </ul> <p>(continued)</p>	<p>None – The Economic Strategy proposes to use indicators detailed in the Local Area Agreement (following a review of the existing indicators to determine their suitability).</p>	<p>The Core Strategy should take account of the vision; priorities and actions detailed in the Economic Strategy and seek to reflect these in the policy framework.</p> <p>The SA should take into consideration the vision, priorities and actions detailed in the Economic Strategy and SA objectives / decision making criteria relating to each of the key priorities should be included within the SA framework.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>Economic Strategy for Bradford District 2007 – 2020</p> <p>Bradford District Economic Partnership, 2007</p>	<ul style="list-style-type: none"> <li>• <b>Encouraging growth:</b> A productive and competitive economy: <ul style="list-style-type: none"> <li>• Building on our strengths.</li> <li>• Driving innovation.</li> <li>• Supporting sustainable growth.</li> </ul> </li> <li>• <b>Attracting investment:</b> External investment and links generating local benefit: <ul style="list-style-type: none"> <li>• Improving services to investors.</li> <li>• Supplying investment opportunities.</li> <li>• Growing international trade.</li> </ul> </li> <li>• <b>Shaping quality places:</b> A location of choice in which to live, work and invest: <ul style="list-style-type: none"> <li>• Delivering economic hubs.</li> <li>• Generating vibrant centres.</li> <li>• Enabling development.</li> </ul> </li> <li>• <b>Enhancing transport and connectivity:</b> Effective and sustainable connections enabling growth: <ul style="list-style-type: none"> <li>• Investing in transport.</li> <li>• Linking the city region.</li> <li>• Connecting communities and businesses.</li> </ul> </li> <li>• <b>Changing perceptions:</b> A positive external image and sense of local pride: <ul style="list-style-type: none"> <li>• Improving experiences.</li> <li>• Raising community pride.</li> <li>• Marketing the district.</li> </ul> </li> </ul>	<p>None – The Economic Strategy proposes to use indicators detailed in the Local Area Agreement (following a review of the existing indicators to determine their suitability).</p>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Bradford District Municipal Waste Management Strategy</p> <p>City of Bradford Metropolitan District Council, 2005</p>	<p>The overall aims and objectives of the Municipal Waste Management Strategy are ' to focus on the waste management issues facing the Council to 2020, determine what actions need to be considered to address the issues, and assess how this will influence the procurement of the long term waste treatment and disposal services for the Council's municipal wastes'.</p> <p>The Strategy should also:</p> <ul style="list-style-type: none"> <li>• Elevate the waste management activities up the waste hierarchy to more sustainable levels.</li> <li>• Achieve self-sufficiency and manage wastes in accordance with the proximity principle.</li> <li>• Contribute to achievement of corporate priorities.</li> <li>• Achieve local and national targets.</li> <li>• Improve public awareness of waste and environmental issues.</li> <li>• Link to other Council strategic documents.</li> <li>• Provide value for money.</li> </ul>	<p>The Municipal Waste Management Strategy details the following BVPis relating to municipal waste:</p> <ul style="list-style-type: none"> <li>• 82a: percentage of waste recycled.</li> <li>• 82b: percentage of waste composted.</li> <li>• 82a+b: recycling rate.</li> <li>• 82c: percentage of energy recovered.</li> <li>• 82d: percentage landfilled.</li> <li>• 84: percentage household waste collected per person (kg).</li> <li>• 86: cost of household waste collections per household (£).</li> <li>• 87: cost of waste disposal per tonne (£).</li> </ul>	<p>The Core Strategy should take account of the aims and objectives of the Waste Management Strategy and seek to ensure that the policy framework is consistent with the Waste Management Strategy.</p> <p><i>The Council note that the Strategy considers that it will be very difficult to achieve the landfill reduction and recovery targets with Bradford's present recycling / composting operations. Therefore some form of further extraction, treatment and energy recovery will be required both in the short term and longer term and will be the major subject of the planned future procurement exercises. Any future procurement of waste treatment facilities will depend on the local planning system delivering the sites upon which such facilities will be built and operated.</i></p> <p>The SA should take into consideration the aims and objectives of the Waste Management Strategy and SA objectives / decision making criteria relating to sustainable waste management (the waste hierarchy) should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p><b>The natural environment</b></p>			
<p>Bradford District Woodland Strategy</p> <p>City of Bradford Metropolitan District Council, February 2002</p>	<p>The Woodland Strategy expresses the Councils commitment to improving the amount of woodland cover and the quality of woodlands in Bradford. Several policies are identified:</p> <ul style="list-style-type: none"> <li>• Protect existing woodland and tree cover through development control powers, tree preservation orders and planning briefs.</li> <li>• Promote woodland management plans which enhance the value of woodlands.</li> <li>• Continue efforts to increase the woodland cover of the district.</li> <li>• Encourage the recreational and educational use of appropriate woodlands.</li> <li>• Uphold the Hedgerow Regulations and protect important hedgerows from removal.</li> <li>• Establish a register of important hedgerows within the district.</li> <li>• Protect other hedges and stone walls from inappropriate development or by use of planning conditions, where appropriate, and encourage good management practises for existing hedge and wall boundaries.</li> </ul>	<p>The Strategy includes the following indicator:</p> <ul style="list-style-type: none"> <li>• Hectares of trees planted on council-owned / private land.</li> </ul>	<p>The Core Strategy should take account of the policies within the Woodland Strategy and seek to reflect these in the policy framework as appropriate.</p> <p><i>The Council note that existing planning policies reflect the contents of Woodland Strategy. There may be scope for more robust policies to enhance and promote the woodland resource, following PPS9. These might include developer contributions towards gateway and corridor planting, should there be tree loss on development sites.</i></p> <p>The SA should take into consideration the objectives and policies of the Woodland Strategy and SA objectives / decision making criteria relating to protecting and enhancing woodland habitat should be included within the SA framework.</p>
<p>Nature Conservation Strategy for Bradford – Nature and People</p>	<p>The Nature Conservation Strategy includes the following aims:</p> <ul style="list-style-type: none"> <li>• Clearly map those sites which are considered important for nature conservation, linking these sites to the UDP.</li> <li>• Protect those sites and species and safeguard their future. <i>(continued)</i></li> </ul>	<p>None.</p>	<p>The Core Strategy should take into account the aims, objectives and policies of the Nature Conservation Strategy and seek to incorporate these in the policy framework. <i>(continued)</i></p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Nature Conservation Strategy for Bradford – Nature and People</p>	<ul style="list-style-type: none"> <li>• Encourage the management of land for the benefit of wildlife where possible.</li> <li>• Improve access to natural areas where appropriate and increase awareness and education about the environment and the habitats and species within it.</li> </ul> <p>The Nature Conservation Strategy objectives are to:</p> <ul style="list-style-type: none"> <li>• Protect the natural resource and assets of the district.</li> <li>• Identify and describe the natural environment resource.</li> <li>• Manage and improve the quality of the environment.</li> <li>• Develop access to areas of nature conservation value.</li> <li>• Educate and increase public awareness.</li> <li>• Promote community involvement and development environmental partnerships.</li> </ul>	<p>None.</p>	<p>A policy on biodiversity should be included, which ensures the protection and enhancement of the natural environment resource.</p> <p><i>The Council note that existing policies offer strong support for designated sites and to a lesser extent wildlife corridors. Outside designated areas conflict with other policies and limited information can mean natural assets become undervalued. Policies relating to density of development, making more intensive use of land within the urban areas and encouraging the use of brownfield land tend to reduce the vegetation cover within the urban areas. Can mitigation measures be identified? Need to identify links with other policies (e.g. open space).</i></p> <p>The SA should take into consideration the aims, objectives and policies of the Nature Conservation Strategy and SA objectives / decision making criteria relating to protecting and enhancing the natural environment, improving access to natural areas where appropriate and increasing education and awareness about the natural environment should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>The main aim of the Local BAP for Bradford District is 'to conserve and enhance the wildlife species and habitats of the district, as part of Bradford's contribution to the conservation of UK and global biodiversity'.</p> <p>The objectives of the Bradford Local BAP can be summarised as:</p> <ul style="list-style-type: none"> <li>• To safeguard the locally and nationally valued species and habitats.</li> <li>• To ensure the sustainable use of biological resources.</li> <li>• To develop effective and participative partnerships that co-ordinate action and focus resources.</li> <li>• To raise the public awareness of and commitment towards local biodiversity issues.</li> </ul>	<p>The Local BAP Habitat Action Plans and Species Action Plans include the following objectives and targets:</p> <p>Hedgerow:</p> <ul style="list-style-type: none"> <li>• Halt the overall loss of hedgerows in the Bradford District from development, neglect and poor management.</li> <li>• Ensure the protection and management in favourable condition of all ancient and/or species-rich hedgerows.</li> <li>• Increase the length of species-rich hedgerows by new planting: by 10% by 2007 and a further 10% by 2012.</li> </ul> <p>In-bye pasture:</p> <ul style="list-style-type: none"> <li>• Maintain current extent of habitat.</li> <li>• Secure appropriate management of the habitat.</li> <li>• Increase value of adjacent degraded habitat. (continued)</li> </ul>	<p>The Core Strategy should take account of the aims, objectives and targets of the Local BAP and ensure these are reflected in the policy framework. Policies on biodiversity should ensure the protection and enhancement of local and nationally valued habitats and species.</p> <p><i>The Council note the need to protect habitats and species and to enhance important habitats where possible. Information on priority species and habitats, where available, needs to be part of evidence base for LDF. Need to sieve potential development sites for impact on protected habitats both direct and indirect and identify mitigation or potential measures at early stage.</i></p> <p>The SA should take into consideration the aims, objectives and targets of the Local BAP and SA objectives / decision making criteria relating to conserving and enhancing locally and nationally valued wildlife species and habitats included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>See previous.</p>	<p>River corridors:</p> <ul style="list-style-type: none"> <li>• Protect, maintain and enhance the existing habitat and species diversity of the District's rivers and streams.</li> <li>• Undertake regular (every five years) habitat assessment surveys to assist with targets for biodiversity enhancement as well as act as a guide for development.</li> <li>• Enhance, through sensitive management and habitat creation schemes, the biodiversity of 10% of the total main river length by 2010.</li> <li>• Identify opportunities for installing fish passes on all the District's weirs.</li> </ul> <p>Upland oak:</p> <p>The national objectives and targets are to:</p> <ul style="list-style-type: none"> <li>• Maintain the existing area (70,000-100,000 ha) of the upland oakwood system and improve its condition, by a mixture of management for timber (predominately as low intensity high forest), sheltered grazing, and minimum intervention.</li> <li>• Avoiding other habitats of high nature conservation value, expand the area of upland oakwood by about 10% onto currently open ground, by some planting but particularly by natural regeneration by 2006.</li> <li>• Identify and encourage the restoration of a similar area (about 10%) of former upland oakwood that has been degraded by planting with conifers or invasion by rhododendron.</li> </ul> <p>The local objectives and targets are to:</p> <ul style="list-style-type: none"> <li>• Determine the present extent and distribution of upland oakwoods within the district. <i>(continued)</i></li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>Seek to expand the amount of upland oakwood through natural regeneration and new planting by at least 10% of its present level, avoiding areas of other conservation, recreation, landscape or archaeological value.</li> <li>Identify and encourage the restoration of degraded upland oakwood through improved management, especially council-owned woodlands.</li> </ul> <p>Blue butterfly:</p> <ul style="list-style-type: none"> <li>To increase the number of known colonies by 10% above baseline survey levels by 2005 and 20% by 2010 for both species through natural colonisation.</li> </ul> <p>Brown hare:</p> <ul style="list-style-type: none"> <li>Maintain present distribution of the species by providing protection from persecution and supporting those landowners who encourage a Brown Hare presence on their land, whilst recognising that the species can be a pest and cause agricultural or horticultural damage. Some right to control numbers may be necessary in certain circumstances.</li> <li>Encourage a wider spread of the species throughout the District by supporting a return to less intensively managed grassland and promoting agri-environmental schemes.</li> <li>Continue monitoring spring numbers of the species through joint surveys with groups such as the Bradford Urban Wildlife Group.</li> <li>Work towards 100% increase in Brown Hare population by the year 2010</li> <li>Raise public awareness of poaching in the District. (<i>continued</i>)</li> </ul>	<p>See previous.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>See previous.</p>	<p>White clawed crayfish:</p> <ul style="list-style-type: none"> <li>• Maintain present distribution of species by limiting spread of crayfish plague and reducing impact of non-native species.</li> <li>• Increase populations of native crayfish to pre 1970 levels by 2010.</li> <li>• Manage and create appropriate habitat conditions.</li> </ul> <p>Grayling:</p> <ul style="list-style-type: none"> <li>• To return the grayling to its former range throughout the River Aire in the Bradford area. ie Slisden to Apperley Bridge.</li> </ul> <p>Green hairstreak butterfly:</p> <ul style="list-style-type: none"> <li>• To increase the number of known colonies by 10% above baseline survey levels by 2005 and 20% by 2010 through natural colonisation.</li> </ul> <p>Lapwing:</p> <ul style="list-style-type: none"> <li>• Establish baseline information on lapwing abundance and local distribution throughout the bird's current range in the District.</li> <li>• Increase current population of breeding lapwing by 2010.</li> </ul> <p>Lesser Twayblade:</p> <ul style="list-style-type: none"> <li>• To seek to increase the population at the present site by judicious management.</li> </ul> <p>Marsh fern:</p> <ul style="list-style-type: none"> <li>• Maintain the populations of Marsh Fern at Ilkley Angling Club and at Ben Rhydding LNR at their current levels. (<i>continued</i>)</li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>See previous.</p>	<ul style="list-style-type: none"> <li>• Increase the population of Marsh Fern at Ilkley Angling Club and Ben Rhydding LNR.</li> <li>• Survey other suitable sites to confirm presence or absence of Marsh Fern and create a database of sites found.</li> <li>• Introduce Marsh Fern to any suitable sites emerging from survey, using spores of local provenance.</li> </ul> <p>Otter:</p> <ul style="list-style-type: none"> <li>• Maintain and expand existing otter populations</li> <li>• Manage suitable habitats to encourage natural recolonisation and restore breeding otters to the District by 2010.</li> <li>• Maintain database and monitoring system on a regular basis.</li> </ul> <p>Pipistrelle bat:</p> <ul style="list-style-type: none"> <li>• Identify key roosts and important habitats for bats in the Bradford District and ensure their protection.</li> <li>• Stabilise the local pipistrelle population and halt the decline through habitat management.</li> <li>• Increase the awareness of bats/bat roosts - in particular, among planning/development control officers, property/land managers, foresters/tree officers.</li> </ul> <p>Twite:</p> <ul style="list-style-type: none"> <li>• Halt the population decline by 2005.</li> <li>• Increase the breeding distribution of twite in the Bradford Metropolitan District to mirror the 1990 distribution by 2010.</li> <li>• To restore the range and number of twite in the District to the 1968-72 levels by 2020. (<i>continued</i>)</li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>Local Biodiversity Action Plan for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>See previous.</p>	<p>Water vole:</p> <p>To contribute to the UK Species Action Plan by:</p> <ul style="list-style-type: none"> <li>• Maintaining the current distribution and abundance of the water vole in the District.</li> <li>• Ensuring that water voles are present throughout their 1970s range by 2010.</li> <li>• Improve the habitat along lengths of river, canal, waterside by 2010 and control mink populations in areas where water vole are likely to recover.</li> <li>• Raise awareness of the damage caused by mink to the local water vole population and other wildlife in general.</li> </ul> <p>White letter hairstreak butterfly:</p> <ul style="list-style-type: none"> <li>• To increase the number of known colonies by 10% above baseline survey levels by 2005 and 20% by 2010 through natural colonisation.</li> </ul> <p>Yellowhammer:</p> <ul style="list-style-type: none"> <li>• To introduce measures to increase the availability of food, particularly in winter.</li> <li>• To undertake a study of the species to ascertain population status. Targets which are meaningful cannot be set until this has taken place.</li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p><b>Social and community uses</b></p>			
<p>The Big Plan for the Bradford District 2008-2011</p> <p>Bradford District Partnership, 2008</p>	<p>The Big Plan is the Sustainable Community Strategy for Bradford District, which sets out the Partnerships aspirations for improving quality of life in the district over the next three years.</p> <p>The vision of the Big Plan is that 'by 2020 Bradford District will be a vibrant, prosperous, creative, peaceful, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations'.</p> <p>The key transformational priorities are:</p> <ul style="list-style-type: none"> <li>• Regenerating the city and major towns to create the opportunities and impetus for sustained economic growth.</li> <li>• Improving education outcomes to prepare people for an active and prosperous life.</li> <li>• Improving skills at all levels to meet the needs of business and to build a knowledge economy.</li> </ul> <p>The regeneration priorities are:</p> <p>Prosperity and Regeneration:</p> <ul style="list-style-type: none"> <li>• Improving skills, aspiration and enterprise.</li> <li>• Securing employment.</li> <li>• Promoting business growth.</li> <li>• Shaping quality places.</li> <li>• Sustainable and affordable housing.</li> <li>• Enhancing transport and connectivity.</li> <li>• Improving perceptions of the district, its neighbourhoods and cultural life. <i>(continued)</i></li> </ul>	<p>The Big Plan includes the following targets and indicators (note this is not a comprehensive list):</p> <p>Targets:</p> <ul style="list-style-type: none"> <li>• Build 6,000 more affordable homes and remove obsolete housing to build new affordable homes on cleared sites.</li> <li>• A minimum of 2,000 additional trees planted per year.</li> </ul> <p>Indicators:</p> <ul style="list-style-type: none"> <li>• Basic skills attainment levels.</li> <li>• Workforce skills and qualification attainment levels in the working age population.</li> <li>• Overall employment rate.</li> <li>• Number of VAT registered businesses.</li> <li>• Average earnings.</li> <li>• Visitor spend.</li> <li>• Affordable housing supply.</li> <li>• Number of empty properties brought back into use.</li> <li>• Percentage of social housing meeting the Decent Homes Standard.</li> <li>• Condition of private sector housing stock.</li> <li>• Average journey times in the morning peak period.</li> <li>• Percentage of people using public transport.</li> <li>• Child participation in sport and recreation.</li> <li>• Number of children killed or seriously injured on roads.</li> <li>• Educational attainment rates at GCSE and Key Stage levels. <i>(continued)</i></li> </ul>	<p>The Core Strategy vision and policy framework should closely relate to the Big Plan. The key spatial planning objectives for the area should be in alignment with priorities identified in the Sustainable Community Strategy.</p> <p>The SA should take into consideration the vision and priorities of the Big Plan and SA objectives / decision making criteria relating to each of the priorities should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>The Big Plan for the Bradford District 2008-2011</p> <p>Bradford District Partnership, 2008</p>	<p>Children and Young People:</p> <ul style="list-style-type: none"> <li>• Help every child be happy and resilient, feel good about themselves and have someone to talk to they can trust.</li> <li>• All children and young people feel safe at home in their community.</li> <li>• Improve education outcomes; every learner can enjoy school life and achieve their full potential.</li> <li>• The contribution of children and young people is recognised and appreciated by everyone.</li> <li>• Create a highly motivated and well educated young workforce to support successful regeneration.</li> </ul> <p>Safer Communities:</p> <ul style="list-style-type: none"> <li>• Reduce overall levels of crime in the district.</li> <li>• Improve the public's perception of their communities and reduce fear of crime.</li> <li>• Reduce anti-social behaviour and drug and alcohol misuse.</li> <li>• Improve reporting levels for domestic abuse and hate crime.</li> <li>• Reduce levels of re-offending.</li> <li>• Make our roads safer for adults and children.</li> </ul> <p>Health and well being for all:</p> <ul style="list-style-type: none"> <li>• Reduce obesity and improve healthy eating, activity levels and lifestyles for children and older people.</li> <li>• Reduce the number of sexually transmitted disease cases for all residents and reduce teenage pregnancy.</li> <li>• Reduce the damage to health caused by the use and misuse of alcohol, tobacco and illegal drugs.</li> <li>• Improve people's mental health and well being.</li> <li>• Reduce infant mortality.</li> <li>• Enabling informed choices throughout life to remain healthy and well. <i>(continued)</i></li> </ul>	<ul style="list-style-type: none"> <li>• Number of 16-18 year olds in education, training or employment.</li> <li>• Crime rates.</li> <li>• Number of domestic abuse and hate crime prosecutions.</li> <li>• Number of adults killed or seriously injured on roads.</li> <li>• Teenage pregnancy rates.</li> <li>• Number of alcohol related hospital admissions.</li> <li>• Fuel poverty.</li> <li>• Take-up of housing benefit, council tax rebate, income benefits and pension credit.</li> <li>• Number of homeless people in temporary accommodation.</li> <li>• Number of parks with Green Flag status.</li> <li>• Recycling and composting rates.</li> <li>• Household waste generation.</li> <li>• Percentage of waste sent to landfill.</li> <li>• Number of trees planted per year.</li> <li>• Levels of citizen satisfaction.</li> <li>• Fear of crime.</li> </ul>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>The Big Plan for the Bradford District 2008-2011</p> <p>Bradford District Partnership, 2008</p>	<ul style="list-style-type: none"> <li>• Help people maintain their independence and wellbeing at difficult times.</li> <li>• To provide those people with higher levels of needs with accessible, easy to use health and social care services which meet their needs as close to their homes as possible.</li> </ul> <p>Improving the environment:</p> <ul style="list-style-type: none"> <li>• A cleaner district and cleaner neighbourhoods.</li> <li>• A greener environment which makes best use of resources.</li> <li>• A more sustainable environment which has a positive effect on climate change.</li> </ul> <p>Strong and cohesive communities:</p> <ul style="list-style-type: none"> <li>• Give people access to information, advice and services: everyone has an equal opportunity to succeed.</li> <li>• Creating opportunities for everyone to get involved and contribute to the life of the district.</li> <li>• Support people from different backgrounds to get on well together.</li> <li>• Helping everyone to feel secure and at ease.</li> </ul>	See previous.	See previous.
<p>Bradford District Community Cohesion Delivery Plan</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>The Community Cohesion Delivery Plan focuses around four thematic work areas:</p> <ul style="list-style-type: none"> <li>• Equality of access and outcomes – Fundamental underpinning to ensure improved outcomes for ethnic minority communities, women, young people, the elderly and the disabled in relation to education, employment, housing, crime and the environment.</li> <li>• Civic pride, participation and citizenship – To increase levels of influence and involvement in the decision making processes of the district. Encouraging young people into leadership and promoting active citizenship. <i>(continued)</i></li> </ul>	None.	<p>The Core Strategy should take account of the work areas of the Plan and seek to ensure that these are addressed in the policy framework where appropriate.</p> <p><i>The Council note that improvements to physical realm and better design and access have a role to play in improving community cohesion and improving safety.</i></p> <p><i>(continued)</i></p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Bradford District Community Cohesion Delivery Plan</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<ul style="list-style-type: none"> <li>Community relations – To strengthen community life and built greater contact and understanding between communities across the district.</li> <li>A safe district for individuals, communities and organisations – to create a level of community safety, which will support good community relations and minimise community tension.</li> </ul>	<p>None.</p>	<p><i>The Strategy also highlights need to consider influence of spatial planning in reducing inequalities and reflecting the interests and aspirations of the diverse groups within the community. Involving local communities in plan-making could encourage community cohesion. Statement of Community Involvement sets framework for participation.</i></p> <p>The SA should take into consideration the work areas of the Plan and SA objectives / decision making criteria relating to ensuring access for everyone, encouraging participation and involvement, increasing community cohesion and improving safety should be included within the SA framework.</p>
<p>Bradford District Safer Communities Strategy</p>	<p>The findings of the Audit 2004 have formed the basis for the development of The Safer Communities Strategy. The Safer Communities' Partnership plan to focus on two closely related outcomes:</p> <ul style="list-style-type: none"> <li>A district where people feel safe.</li> <li>A district with lower levels of crime, disorder, anti-social behaviour and substance misuse.</li> </ul>	<p>None.</p>	<p>The Core Strategy should take account of the objectives of the Safer Communities Strategy and seek to ensure that the policy framework contributes positively towards achieving these.</p> <p><i>The Council should highlight the implications for design and access issues and the sustainable communities' agenda.</i></p> <p>The SA should take into consideration the objectives of the Safer Communities Strategy and SA objectives / decision making criteria relating to improving safety and security and reducing crime, fear of crime, disorder and anti-social behaviour should be included within the SA framework.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>Bradford Children and Young People's Plan 2006-2009 (Reviewed 2008)</p> <p>City of Bradford Metropolitan District Council, 2008</p>	<p>The Children and Young People's Plan has the following key objectives:</p> <ul style="list-style-type: none"> <li>To secure the health and well-being of children and young people.</li> <li>To safeguard the young and vulnerable.</li> <li>To achieve world-class standards.</li> <li>To close the gap in educational achievement for children from disadvantaged backgrounds.</li> <li>To ensure young people are participating and achieving their potential to 18 and beyond.</li> <li>To keep children and young people on the path to success.</li> </ul>	<p>None.</p>	<p>The Core Strategy should take account of the key issues and objectives in the Children and Young People's Plan and the policy framework should contribute positively towards achieving these.</p> <p><i>The Council highlight that a number of issues are common to the children's and young peoples plan and other strategies and will need to be addressed; health, safety, improving levels of educational attainment and reducing inequalities. Other planning issues likely to be particularly important to young people will be accessibility to facilities and the extent, nature and distribution of open space and sport and leisure facilities.</i></p> <p>The SA should take into consideration the key issues and objectives in the Children and Young People's Plan and SA objectives / decision making criteria relating to improving health and well being and improving education and training opportunities and participation should be included within the SA framework.</p>
<p>Bradford District Strategic Learning Plan 2003-2006</p>	<p>The objectives of the Strategic Learning Plan are:</p> <ul style="list-style-type: none"> <li>To promote a culture of lifelong learning and demonstrate that learning pays.</li> <li>To improve the qualifications and employability of labour market Entrants.</li> <li>To raise the skill level of the workforce.</li> <li>To support the development of higher level skills.</li> <li>To support the development of community-based learning.</li> </ul>	<p>None.</p>	<p>The Core Strategy should take account of the objectives of the Strategic Learning Plan and the policy framework should contribute positively towards achieving these.</p> <p><i>The Council highlight that allocating appropriate land for employment needs to be combined with complementary policies to raise skill levels for the District to be successful in attracting modern industries with a good record for supporting their workforce and investing in training.</i></p> <p>The SA should take into consideration the objectives of the Strategic Learning Plan and SA objectives / decision making criteria relating to encouraging lifelong learning, improving skills and training development and supporting community based learning should be included within the SA framework.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
Bradford District Neighbourhood Renewal Strategy 2002-2005	<p>The Neighbourhood Renewal Strategy aims to contribute to a more cohesive district by:</p> <ul style="list-style-type: none"> <li>• Tackling deprivation.</li> <li>• Enabling more people to become active citizens.</li> <li>• Promoting more inclusive dialogue within communities, more learning, sharing and negotiation between communities. (<i>continued</i>)</li> </ul>	<p>The Strategy includes the following outcomes to be achieved by 2005:</p> <ul style="list-style-type: none"> <li>• All neighbourhoods facing multiple deprivation will have action plans and be implementing them.</li> <li>• Evidence of involvement from 'hard to reach' groups.</li> <li>• Greater confidence in the Districts future in both deprived and more affluent areas. (<i>continued</i>)</li> </ul>	<p>The Core Strategy should take account of the aims of the Neighbourhood Renewal Strategy and the policy framework should contribute positively towards achieving these. (<i>continued</i>)</p>
Bradford District Neighbourhood Renewal Strategy 2002-2005	<p>Neighbourhood renewal is defined as a movement of people taking action where they live and where they work to make a better future, for the poorest areas and for the whole district. It offers a framework for how people in Bradford can meet the challenges of deprivation and decline, by working together in neighbourhoods and communities, in organisations and through partnerships. The Strategy aims to improve the lives of all the people living in Bradford by meeting Government floor targets for better health, better education and skills, better housing and environment, lower employment and less crime.</p>	<ul style="list-style-type: none"> <li>• Strengthened relationships between Neighbourhoods across the District through action learning and joint planning.</li> </ul>	<p>The SA should take into consideration the aims of the Strategy and SA objectives / decision making criteria relating to reducing deprivation, encouraging participation and increasing community cohesion should be included within the SA framework.</p>
Bradford Local Investment Plan 2011-2020	<p>The Local Investment Plan sets out the housing investment requirements for the next three years, which are necessary for supporting the delivery of Bradford's Housing and Economic Strategies and underpinning wider economic success across the district.</p>	None	<p>The Core Strategy should take account of the aims of the Investment Plan and the policy framework should contribute positively towards achieving these</p>

Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p>	<p>The Joint Housing Strategy sets out a vision to 'make every neighbourhood a place where people would choose to live'. The following strategic objectives have been identified:</p> <ul style="list-style-type: none"> <li>• Ensure a sufficient supply of homes, particularly affordable, in the places where people need it, including the city centre, and to reduce the number of empty homes.</li> <li>• Raise the quality of all housing to a decent modern standard and ensure homes occupied by vulnerable people are healthy, warm and energy efficient.</li> <li>• Ensure vulnerable people, including the homeless, are supported and able to live as independently as possible.</li> <li>• Ensure residential areas are safe and cohesive places to live.</li> <li>• Meet equally the housing needs of all people.</li> </ul>	<p>The Joint Housing Strategy includes the following actions and targets:</p> <ul style="list-style-type: none"> <li>• Provide 350 units of Social Rented Housing per annum targeted as follows: 65% - Minority Ethnic Households. 25% - General needs mainly in Wharfedale, Airedale and the Villages. 10% - Elderly Persons housing in neighbourhoods that are under provided.</li> <li>• Use planning powers under PPG3 to negotiate an element of affordable housing at the following quotas: Wharfedale- 40%. Bingley/Baildon/Shiptley- 30%. The Villages- 25%. Bradford and Keighley Inner City and Suburbs- 15%.</li> <li>• Develop an average of 1,000 private sector units per annum.</li> <li>• Achieve the following over five years: New windows to 10,700 homes. New doors to 10,700 homes. <i>(continued)</i></li> </ul>	<p>The Core Strategy should take account of the vision and objectives of the Joint Housing Strategy and the policy framework should seek to address these. A policy on housing provision and supply should be included, which sets out housing requirements, including housing quality, density and affordability.</p> <p>The SA should take into consideration the Joint Housing Strategy, particularly the vision and objectives, and SA objectives / decision making criteria relating to the provision of quality housing that meets local needs should be included within the SA framework.</p>
<p>"A Decent Home in a Decent Neighbourhood" Joint Housing Strategy for Bradford District 2003-2010</p> <p>City of Bradford Metropolitan District Council and Bradford Housing Partnership, 2003</p>	<p>See previous.</p>	<p>New kitchens to 4080 homes. New bathrooms to 3700 homes. Rewiring to 5900 homes. Central heating systems installed in 11,500 homes. Increase the number of Houses in Multiple Occupation's that are in satisfactory condition by 50 per year.</p>	<p>See previous.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>Joint Housing Strategy for Bradford 2008-2020</p> <p>'Sustainable Homes and Neighbourhoods within a Successful District'.</p>	<p>This Joint Housing Strategy represents the commitment of the Council and its partners to meet the housing requirements of the District. These requirements have been identified through consultation and research, including the wide ranging consultation carried out for The Big Plan, Bradford's Sustainable Community Strategy.</p> <p>The three main objectives of this strategy are:</p> <ul style="list-style-type: none"> <li>• More homes – high quality and affordable;</li> <li>• Quality – improving existing homes, neighbourhoods and providing quality services; and</li> <li>• Inclusion – meeting the needs of vulnerable people.</li> </ul>	<p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Substantially more homes within the District;</li> <li>• Homes that are higher quality, greener, more energy efficient, of good design and carbon zero by 2016;</li> <li>• An increase in the number of homes that are affordable – studies support a target for 30-50% of new homes to be affordable;</li> <li>• Existing stock, mainly in the private sector, is brought up to higher quality;</li> <li>• Emphasising the importance of new housing and successful neighbourhoods in the Council's regeneration priority areas;</li> <li>• Strong working links with agencies involved in delivering economic growth and transport to help tackle worklessness and low incomes; and</li> <li>• Meeting the needs of vulnerable groups more effectively.</li> </ul>	<p>The Core Strategy should take account of the vision and objectives of the Joint Housing Strategy and the policy framework should seek to address these. A policy on housing provision and supply should be included, which sets out housing requirements, including housing quality, density and affordability.</p>
<p>Bradford Housing Strategy for the over 50's 2011-2021</p>	<p>The Housing Strategy for the over 50's seeks to provide for and meet the housing needs of the over 50's in Bradford. The strategy has the following objectives:</p> <ul style="list-style-type: none"> <li>• Increase choice;</li> <li>• Support everyone;</li> <li>• Work Together;</li> <li>• Make People Aware;</li> <li>• Make It Sustainable; and</li> <li>• Manage the Impact of Change.</li> </ul>	<p>None</p>	<p>The Core Strategy should take account of the objectives of this strategy. A policy on housing mix should be included which will set out how the Council will deliver the right housing mix to meet the diverse needs of the population of Bradford, including the elderly.</p>
<p>Bradford District Housing Requirements Study, February 2013</p>	<p>The overall purpose of this Housing Requirements Study has been to provide an independent and impartially derived sound evidence base which enables CBMDC to:</p> <ul style="list-style-type: none"> <li>• Develop a robust, transparent and effective means of determining an appropriate and justifiable local housing requirement for the Bradford District; and</li> <li>• Explore the potential scale of future housing required in the Bradford District to support future population growth and economy of</li> </ul>	<p>Study suggests a dwelling requirement of between 2,210 and 2,565 dwellings per year for Bradford.</p>	<p>A policy on housing provision and supply should be included, which sets out housing requirements, including housing quality, density and affordability.</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
The Bradford District Strategic Housing Market Assessment (SHMA) 2010 and SHMA Update 2013.	<p>the District.</p> <p>The SHMA is an assessment of Bradford's Housing Market and consists of four core areas: a review of housing markets; an assessment of housing need and affordable requirements; a review of general market requirements; and provides policy recommendations.</p> <ol style="list-style-type: none"> <li>1 Estimates of current dwellings in terms of size, type, condition, tenure.</li> <li>2 Analysis of past and current housing market trends, including balance between supply and demand in different housing sectors and price/affordability. Description of key drivers underpinning the housing market.</li> <li>3 Estimate of total future number of households, broken down by age and type where possible.</li> <li>4 Estimate of current number of households in housing need.</li> <li>5 Estimate of future households that will require affordable housing.</li> <li>6 Estimate of future households requiring market housing.</li> <li>7 Estimate of the size of affordable housing required.</li> <li>8 Estimate of household groups who have particular housing requirements including: families, older people, key workers, black and minority ethnic groups, disabled people, young people, Gypsies and Travellers.</li> </ol>	None	A policy on housing provision and supply should be included, which sets out housing requirements, including housing quality, density and affordability.
Tourism Strategy for Bradford  City of Bradford Metropolitan District Council, May 2002	<p>The specific aims of the Tourism Strategy are to strengthen the leadership, co-ordination and partnership in tourism, enhance the image of the district and increase tourism revenue.</p> <p>As part of enhancing the image of the District the importance of having a quality product and branding are emphasised. The strongest destination brands are Bradford city centre and Bronte Country while both Saltaire and the Aire Valley and Ilkley have potential in certain market segments and link into the urban (World Heritage Site / industrial heritage) and rural (activity base) products respectively.</p> <p>Visitor numbers and tourism revenue need to be increased to boost the importance of tourism in the development of the local economy. Attention needs to be focused on core visitor areas to ensure resources and impact are maximised. Cultural assets need to be fully utilised and diversity marketed as a strength. Transport services</p>	None.	<p>The Core Strategy should take account of the aims and priorities of the Tourism Strategy and the policy framework should contribute positively towards these.</p> <p><i>The Council note that the Core Strategy may need to encourage sustainable tourism and a policy will be needed to identify criteria to achieve this. The impact of visitors on transport routes to popular destinations may be an issue.</i></p> <p>The SA should take into consideration the aims and priorities and the Tourism Strategy and SA objectives / decision making criteria relating to promoting and developing sustainable tourism and protecting cultural,</p>

Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			leisure and recreational assets in the district should be included within the SA framework.
<b>Climate change, air, land and water</b>			
<p>West Yorkshire Local Transport Plan 2006-2011</p> <p>West Yorkshire Local Transport Plan Partnership, 2006</p>	<p>The West Yorkshire LTP contains the detailed strategy, policies, proposals and programme for investment in transport. It is structured around four shared priorities: accessibility, congestion, road safety and air quality; and an additional priority for asset management. The LTP aims to develop and maintain an integrated transport system that supports economic growth in a safe and sustainable way and enhances the overall quality of life for the people of West Yorkshire. It will do this by:</p> <ul style="list-style-type: none"> <li>• Improving access to jobs, education and other key services for everyone.</li> <li>• Reducing delays to the movement of people and goods.</li> <li>• Improving safety for all highway users.</li> <li>• Limiting transport emissions of air pollutants, greenhouse gases and noise.</li> <li>• Improving the condition of the transport infrastructure.</li> </ul>	<p>The LTP lists the following targets and indicators:</p> <ul style="list-style-type: none"> <li>• M1 – Access to Hospitals (target = 89.5%).</li> <li>• M2 – Bus Punctuality (target = 95%).</li> <li>• M3 – Satisfaction with local bus services (target = 59%).</li> <li>• M4 – Overall Cycling Trips (target =110).</li> <li>• M5 – Personal Journey Time (target = 4.01).</li> <li>• M6 – Peak Period Traffic Flows (target = 103).</li> <li>• M7 – Car mode share to school (target = 30.6).</li> <li>• M8 – PT Patronage (target = 209.0).</li> <li>• M9 – Total Killed or Seriously Injured (target = 30.6).</li> <li>• M10 – Children Killed or Seriously Injured (target = 136).</li> <li>• M11 – Total slight casualties (target = 9,642).</li> <li>• M13 – Change in Area Wide Traffic (target = 105).</li> <li>• M14 – Maintenance on Public Road Network (PRN) (target = 27%).</li> <li>• L1 – Satisfaction with LTP funded public transport facilities (target = 90% +).</li> <li>• L2 – Peak Period Cycling Trips to urban centres (target = 120).</li> <li>• L3 – AM peak period mode split (target = 74).</li> <li>• L6 – Pedestrian KSI's (target = 420).</li> <li>• L7 – Nitrogen Dioxide emissions on PRN (target = 12,158).</li> <li>• L8 – Carbon Dioxide emissions on PRN (target = 2,329*10<sup>6</sup>).</li> <li>• L9 – Structures with restrictions (target = 1.5%).</li> <li>• Bus shelters meeting modern standards (target = 95%).</li> </ul>	<p>The Core Strategy should be developed with due regard to the strategy, priorities policies and programmes within the LTP and the policy framework should contribute positively towards these where appropriate. Core Strategy policies on transport should seek to ensure access for everyone, reduce congestion and road transport and their associated impacts, ensure the provision of the necessary transport infrastructure and encourage sustainable transport use.</p> <p>The SA should take into consideration the strategy, priorities, policies and programmes within the LTP and SA objectives / decision making criteria relating to reducing congestion and the need to travel by car, increasing transport choice, increasing access to everyone and promotes sustainable transport modes.</p>



Document title	Relevant objectives	Targets and indicators	Implications
<b>LOCAL</b>			
<p>Bradford District Transport Strategy 2006-2021</p> <p>Bradford District Council, 2006</p>	<p>The Bradford District Transport Strategy sets out the key transport investments considered necessary for the district's economy to deliver its share of the increased economic performance expected of the region and city region. It identifies key gaps in both quantity and quality of the district's transport network by addressing the issues of connectivity and congestion and makes the case for a 'step-change' in the investment in the district as a part of comprehensive approach to meeting the transport needs of business, residents and visitors and achieving sustainable communities. The strategy comprises two investment strands:</p> <ul style="list-style-type: none"> <li>• Investment in major infrastructure (e.g. highways, public transport network, interchanges, airports).</li> <li>• Traffic and demand management interventions (e.g. control and coordination of traffic, improving traffic directions etc).</li> </ul>	None.	See previous.
<b>Cultural and historic heritage</b>			
<p>"Only Connect" A Cultural Strategy for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>The Cultural Vision for .2020 is:</p> <ul style="list-style-type: none"> <li>• That everyone in the Bradford District leads a rich, diverse and fulfilling cultural life with a strong sense of community and a healthy lifestyle.</li> <li>• That culture and the creative industries make a substantial contribution to a thriving local and regional economy.</li> <li>• That barriers to participation in cultural activity are removed.</li> <li>• That the Bradford District is known nationally and internationally for the quality and diversity of its cultural product.</li> </ul> <p>The Mission of the Cultural Strategy is:</p> <ul style="list-style-type: none"> <li>• To enable people in the Bradford District to connect with, access, develop, respect and celebrate a variety of cultural activity throughout their life. <i>(continued)</i></li> </ul>	None.	<p>The vision, mission, objectives and actions of the Cultural Strategy should be taken in account when developing the Core Strategy vision, objectives and policy framework. Where possible the Core Strategy should contribute positively towards the objectives of the Strategy.</p> <p><i>The Council note that the Strategy identifies and reinforces a number of plan issues: protecting and enhancing environmental quality (both in terms of the built form and landscape), ensuring that cultural facilities are accessible, developing sustainable tourism and the contribution of spatial planning to developing cultural industries as an element in Bradford's future identity.</i></p>



Document title	Relevant objectives	Targets and indicators	Implications
<p><b>LOCAL</b></p> <p>"Only Connect" A Cultural Strategy for Bradford District</p> <p>City of Bradford Metropolitan District Council, 2003</p>	<p>Ten strategic objectives have been identified as follows:</p> <ul style="list-style-type: none"> <li>• Enhancing the look of, and promoting the image of the Bradford District.</li> <li>• Developing the Cultural Industries.</li> <li>• Promoting and retaining creative and innovative people and their ideas in the district.</li> <li>• Developing skills for the 'new' economy.</li> <li>• Developing the product for sustainable tourism.</li> <li>• Raising achievement and aspirations throughout the communities of the District.</li> <li>• Ensuring participation and access for all in cultural activity.</li> <li>• Building individual and community confidence.</li> <li>• Promoting and ensuring health and well-being.</li> <li>• Enabling social cohesion by developing pride and promoting respect.</li> </ul>	<p>None.</p>	<p>The SA should take into consideration the vision, mission, objectives and actions of the Cultural Strategy. SA objectives / decision making criteria relating to protecting and enhancing cultural assets and creative industries / activities, enhancing community cohesion and participation, developing skills, ensuring health and well being and promoting sustainable tourism should be included within the SA framework.</p>
<p>Conservation Area Assessments</p> <p>City of Bradford Metropolitan District Council, 2001 to 2005</p>	<p>Conservation Areas are areas of special architectural or historical interest, the character of which is desirable to retain. Each of the 59 Conservation Areas in the District have undergone a process of character assessment and boundary review. This has resulted in a Conservation Area Assessment document for each Conservation Area. These assessments set out the boundaries of the Conservation Areas and define which parts are of special interest and desirable to retain. They also include proposals for the preservation and enhancement of these areas.</p>	<p>None.</p>	<p>The Conservation Areas Assessments should be taken into account when developing the Core Strategy. Policies on the historic environment should be developed with due regard to the proposals in the Conservation Area Assessments.</p> <p>The SA should take into consideration the baseline information and proposals within the Conservation Area Assessments. SA objectives / decision making criteria relating to the protection and enhancement of Conservation Areas should be included within the SA framework.</p>

# Appendix B

## SA Commentary on Options and BMDC Response (September 2011)

SA issue to be addressed relating to spatial options	BMDC Response
<p>Transport Issues and Access to Services Ilkley is not served by a high frequency bus route, which may discourage bus use.</p>	<p>The Council has taken account of the various problems associated with promoting too much development within Ilkley and this includes limitations in transport and services as well as environmental constraints relating to landscape, flood risk and biodiversity. As a result the preferred approach proposes significantly less new housing development (1300 new homes) compared to the range (2500 to 5000) envisaged within options 1-4</p> <p>However it should also be noted that Ilkley is served both by bus and rail links which makes it a relatively sustainable location for new development, particularly in comparison to those areas with no access to rail services. While it is acknowledged that bus services are limited and rail services have capacity constraints these issues are more likely to be addressed if the area sees sufficient housing investment to make the operation of improved public transport services more viable and attractive to operators.</p>
<p>The SA questions the sustainability of the land at Baildon, south of Otley Road, the Canal Road Corridor, East Bradford and the Holme Wood fringe due to limited services/ facilities and/ or employment in the locality.</p>	<p>The Council suggests that the Local Plan will offer a package of proposals – not just housing growth - in the Canal Road and the Holme Wood fringe areas that will improve their accessibility and sustainability.</p> <p>Canal Road, due to its close proximity to and easy access to Bradford City Centre and its employment and services, is considered a wholly sustainable location for growth. The Corridor also has substantial areas of existing employment which are likely to be retained and enhanced.</p> <p>Housing growth within the Holme Wood will help secure major new investment in the environment of the area and its local service centre. The housing growth will also be accompanied by improved transport links.</p> <p>Wider issues relating to services will be addressed within the Infrastructure Plan which supports the Core Strategy.</p> <p>In terms of the query relating to access to the centre of Baildon from land south of Otley Rd, while this area is separated by topography from Baildon Centre, it is quite accessible to services and facilities in Shipley.</p>
<p>Canal Road Corridor, Baildon south of Otley Road, East Bradford, Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton scored positively, as new housing in these areas could access existing public transport services (rail and/ or bus) and the cycle network. However, the A6037 could act as a barrier to access along the Canal Road, and the railway line and road network also restrict access to the centre of Baildon from land south of Otley Road.</p> <p>The SA notes that there are no high frequency bus services in Addingham, Baildon, Burley-in-Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden.</p>	<p>The preferred approach advocates a significant degree of constraint on potential levels of development in most of these settlements in recognition of the limitations in services and facilities. Development that is proposed in most of these settlements is intended to meet predominantly local need and is essential if the viability of existing services and public transport links is to be maintained.</p> <p>The only exceptions to this local need approach are in Silsden and Menston which are identified in the preferred approach as local growth areas. However it should also be noted that Menston is served both by bus and rail links which makes it a relatively sustainable location for new development, particularly in comparison to those areas with no access to rail services. While it is acknowledged that bus services are limited and rail services have capacity constraints these issues are more likely to be addressed if the area sees sufficient housing investment to make the operation of improved public transport services more viable and attractive to operators.</p> <p>In a similar vein although public transport services are limited in Silsden growth is expected to support services and potentially make more viable improvements to those services. In addition the growth envisaged will draw in wider environmental benefits by virtue of the Silsden bypass which will remove traffic and congestion from the local centre.</p> <p>The situation varies between such centres with some having rather better access to transport</p>

SA issue to be addressed relating to spatial options	BMDC Response
	<p>and services than others. However in many cases the levels of development envisaged are heavily constrained and will be providing for local need.</p> <p>It is acknowledged that the levels of development in this group of settlements when taken as a whole is greater than that envisioned within options 1-4. However this is in direct result of the limitations in land supply in certain higher order settlements and limitations in development viability in some urban locations.</p> <p>The housing proposals within the smaller settlements also reflects the arguably even greater environmental constraints – flood risk, landscape sensitivity, impacts on areas of international wildlife / biodiversity – which exist in some of the larger settlements. This is particularly the case in Ilkley.</p>
<p>Although there is the potential for new housing in local service centres/ growth centres to be able to access existing local public transport services (rail and/ or bus), the cycle network, local services/ facilities and employment, provision is limited in these areas. Residents may therefore have to travel by car to access certain services/ facilities and employment elsewhere due to provision being so limited.</p> <p>The SA notes:</p> <p>'In all locations, the effect of an increase in population on existing service provision would need to be considered (i.e. whether there is sufficient capacity to meet demand.</p>	<p>The Council has been careful to ensure that development levels vary between these smaller settlements relative to their ability to accommodate development in a sustainable way.</p> <p>This issue is valid and is noted. The infrastructure plan and baseline report indicate where service provision and infrastructure will need improvements. This will give sufficient guidance to both the Council and other service and infrastructure providers to begin planning for the impacts of population growth. However detailed proposals and impacts will need to be analysed and addressed in the future once the precise range and location of new development sites have been identified within the rest of the Local Plan.</p>
<p>The SA notes that the potential effect of new development upon traffic levels and congestion needs to be taken into consideration. It identifies the potential for new development to exacerbate congestion, especially at peak times as an issue that needs to be assessed. This is considered to be a significant issue where large scale development is concentrated within an area eg Spatial Options 1 and 3.</p>	<p>The preferred approach within the Core Strategy has been informed by the results of a full Transport Study which examined the potential impacts of each of the options 1-4. The broad conclusions of the study were that none of the options offered significantly better outcomes from a transport network perspective. Dispersal options were not found to be significantly more advantageous than options which involved some areas of more concentrated development.</p> <p>The completion of the preferred option will enable the impacts of the Core strategy to be addressed in more detail by a series of Corridor Studies which will feed into the Local Plan process and future iteration of the Infrastructure Plan.</p> <p>See the comments above. All of these transport related criteria have been assessed and evaluated within the Transport Study.</p> <p>The transport issues identified in the sub area policies represent the outcomes of the transport work to date and seek to address a number of these issues.</p>
<p>It identifies the following issues that need to be taken into account in assessing the spatial options; 'the capacity of the surrounding road network and traffic flows (including pinch points and congestion hotspots, travel/ commuter patterns, local air quality (including any proposed or designated AQMAs), the proximity of the public transport network and its associated services (including frequency, duration, affordability, accessibility), the proximity of key services/ facilities and employment, opportunity for the provision of new services/ facilities and employment, and accessibility by walking and cycling, including the potential for severance.</p>	<p>We have already reflected these issues within some of these areas by reducing levels of development in the preferred option– particularly in Ilkley, Bingley. The numbers envisaged in Bradford City Centre are also significantly lower (3500) than in any of the options 1-4 (range 5000-7500)</p> <p>The levels of development reflect the results of the SHLAA – the SHLAA did include a basic analysis of flood risk screening out the most potentially damaging sites. However it is acknowledged that the SHLAA did not (nor was it its role to) assess the cumulative impacts on flood risk, water courses and drainage. Such issues will need to be explored within the Allocations, Shipley &amp; Canal Road and City Centre DPD's</p> <p>The flood risk policy (EN7) sets the objective of managing flood risk pro-actively and sets out a series of principles that will guide the assessment of proposals for development.</p>

SA issue to be addressed relating to spatial options	BMDC Response
<p>Water Quality and Flood Risk Issues</p> <p>In relation to water quality and flood risk issues the SA notes that Bradford city centre, Keighley, Ilkley, Bingley, the Canal Road Corridor, land south of Otley Road, Esholt, land south of Oakenshaw and all of the Local Growth Centres/ Local Service Centres (with the exception of Queensbury) scored negatively from a locational perspective due to the proximity of watercourses and the floodplain.</p> <p>'East Bradford, Holme Wood and Queensbury scored positively in relation to water quality and flood risk from a locational perspective as these areas are not located within the floodplain and there are no main watercourses in the proximity.'</p> <p>It notes that: 'The effect is likely to be greatest where large scale development is concentrated in a specific area (eg Spatial Option 1, which focuses 95% of new housing development in the Regional City and the Principal Towns.'</p>	<p>Noted. The preferred approach envisages significant levels of development within these areas which would otherwise need to be accommodated elsewhere in areas more prone to flooding / groundwater issues.</p> <p>The preferred approach directs a slightly lower proportion of development (79%) to the regional city and principal towns which reflects these issues.</p>
<p>Impact on Biodiversity</p> <p>As there are many areas of biodiversity importance throughout the district, the majority of options and areas scored negatively from this perspective. However, it was noted:</p> <p>'The effect of Spatial Option 1 in particular could be considerable, which proposes to focus 30% of housing within the Principal Towns (under Spatial Option 1 the Principal Towns are Ilkley and Keighley).'</p>	<p>There are a number of policies within the Core Strategy which seek to minimise impacts on biodiversity including the strategic principles for site selection (Policy HO7) which will be applied when selecting sites in the Local Plan. The sensitivity of the environments within and adjoining the Principal Towns are reflected in a substantial lowering of the proportion of housing development (17.4%) there compared to option 1.</p> <p>Policies relating to biodiversity and landscape/ natural environment (EN2 and EN4) set a framework for mitigation and managing impacts on these resources.</p> <p>The preferred approach Policy HO6 has outlined challenging but realistic targets for development of previously developed land. These targets must and do reflect the reality and limitations of the deliverable and developable land supply as set out in the SHLAA.</p> <p>However Core Policy SC5 will ensure that first priority is given to the development of the sort of locations which will minimise landscape impact. It also outlines a sequential approach to development which will minimise local green belt deletions and urban extensions to those circumstances where there are no other viable development configurations.</p> <p>Density targets as set out in Policy HO5 will make sure that land is used efficiently and green field and green belt land take is lower than would otherwise be the case with lower densities.</p> <p>Policy SC7 underlines the importance of maintaining the green belt and ensuring that any changes do not undermine its role.</p> <p>The contents of the SHLAA indicate that while green belt changes will be necessary if the overall need for new homes is to be met, there need not be the sort of merging of urban areas with adjacent settlements mentioned in this SA.</p>
<p>Impact on Landscape and efficient use of land</p> <p>There is support for locating development on brownfield land in the city and town centres, as this is not considered to have such a significant impact on landscape character and positively supports the efficient use of land. Development of Greenfield and Green Belt land scored negatively from the point of view of landscape character. Concerns were also expressed about the impact of development on the role of the Green Belt, in preventing urban sprawl and maintaining openness, particularly in Shipley, Bingley,</p>	

SA issue to be addressed relating to spatial options	BMDC Response
<p>Baildon south of Otley Road and East Bradford, as it was considered that further development here could result in the urban area merging with adjacent settlements.</p>	
<p>Impact on Cultural Heritage</p> <p>The SA notes:</p> <p>'From a locational perspective, the majority of the proposed locations therefore scored negatively in relation to the cultural heritage SA objective.' It is noted that development in Shipley and the Canal Road Corridor could have an impact on the World Heritage Site. East Bradford and land south of Oakenshaw by Junction 26 of the M606 scored relatively positively, from a locational perspective, as there are few known cultural historic assets within or surrounding the land east of the Bradford urban fringe. However, the potential effect of new housing upon the setting of cultural historic assets and potential archaeological remains needs to be taken into consideration.</p>	<p>The Council are well aware of the need to ensure that development within the Shipley / Canal Road area does not result in undesirable impacts on the World Heritage Site. These are matters which are being addressed in the Masterplan which has been commissioned and will be reflected in the site selection, and policies of the forthcoming Shi[pley &amp; canal rd AAP.</p> <p>The policy relating to the historic environment EN3 recognises the importance of the World heritage Site and the need to protect its setting. It also addresses the issue of impacts on other historic assets.</p>
<p>Culture, Leisure and Recreation</p> <p>The SA notes:</p> <p>'The Settlement Study identified deficiencies in leisure and recreation provision in Bradford city centre, the Canal Road Corridor, East Bradford, Addingham, Cottingley, Harden, Cullingworth and Menston, Baildon, Oakworth, East Morton and Oakworth.'</p> <p>The SA therefore scored these areas negatively against the SA objective in relation to leisure and recreation provision.</p> <p>The SA notes:</p> <p>'New development in Keighley, Shipley, Ilkley and Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. parks, walking routes, playing fields etc). These aspects were scored negatively in relation to the SA objective relating to leisure and recreation provision. It is unknown whether new development in Bradford city centre, the Canal Road Corridor, Holme Wood, Esholt and to the south of Oakenshaw would result in the loss of any leisure and recreation space.'</p> <p>Where options are proposing focused growth, there may be opportunities to provide leisure and recreation facilities as part of new development.</p>	<p>The need to address deficiencies in recreation and open space is reflected within Policy EN1.</p> <p>All of these issues can and will be addressed within the Allocations DPD and the City Centre and Shipley &amp; Canal Rd AAP's. In some cases, development and growth may provide opportunities to invest in enhanced leisure and recreation facilities.</p> <p>Key issues relating to recreation and sports provision are set out in the Infrastructure Plan and this together with the proposals of the Core Strategy will enable the Council and other providers to plan for improved provision and bid for resources.</p>
<p>Health and well-being</p> <p>The SA notes:</p> <p>'The Settlement Study identifies a lack of healthcare services in Bradford city centre,</p>	<p>Existing or likely future issues with regards to health services are addressed within the Infrastructure Plan and baseline reports.</p> <p>The establishment of the Core Strategy will enable service providers to plan with more certainty for service improvements required. The establishment of the Core Strategy will</p>

SA issue to be addressed relating to spatial options	BMDC Response
<p>Canal Road Corridor, Baildon south of Otley Road, along the East Bradford urban fringe, Holme Wood, Esholt, East Morton, Harden, Oxenhope, Cullingworth, Denholme, Oakworth, Steeton with Eastburn, Menston, Thornton, Wilsden and poor access to healthcare in Shipley.'</p> <p>The SA therefore scored new housing development in these areas negatively against the health SA objective.</p> <p>The SA notes that, with the exception of Bingley, Baildon and Queensbury, each Local Service Centre typically has one doctor's and dental surgery.</p> <p>The SA notes;</p> <p>'In all locations, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand), particularly where large scale development is proposed.'</p>	<p>facilitate the receipt of investment via the New Homes Bonus scheme and CIL which would not otherwise be available.</p> <p>By concentrating development within the regional city and the principal towns the Core Strategy will maximise the opportunities for using existing services and maximise the viability of establishing new services.</p> <p>More modest levels of development in smaller settlements may actually enhance the viability of existing or new services.</p>
<p>Education and Training</p> <p>'The Settlement Study identified deficiencies in primary and secondary education provision in Bradford city centre, the Canal Road Corridor, Esholt and Cottingley.' New housing development in these areas therefore scored negatively against the education SA objective. However, access to further education in the city centre is good.</p> <p>The SA notes:</p> <p>'In all locations, the effect of an increase in population on existing education provision needs to be considered (i.e. whether there is sufficient capacity to meet demand), particularly where large scale development is proposed).</p>	<p>Discussions are ongoing with Education about the provision of services for areas where deficiencies exist.</p>
<p>Employment</p> <p>Focusing new housing in Bradford city centre therefore scored very positively in relation to the employment objective, due to the concentration of employment in the city centre. Similarly, new housing in Keighley, Shipley, Ilkley and Bingley may be able to access employment in the local area, and beyond using public transport. However the SA notes that no new employment is proposed in Ilkley. This could result in a shortage of employment opportunities in the locality for new residents in Ilkley.</p> <p>The SA notes that employment is relatively limited in a number of the Local Growth Centres/ Local Service Centres. A number of the settlements are not served by high frequency public transport. Residents may therefore have to travel by car to access employment elsewhere.</p>	<p>It is not correct to state that no new employment is proposed in Ilkley. No significant new employment land allocations are envisaged however the Core Strategy does support the development and expansion of local businesses and services there.</p> <p>Local businesses and services, which do not necessarily locate within stand alone industrial estates / allocations are expected, across the whole of the district to contribute significantly to the growth of employment set out in Policy EC2.</p> <p>The Core Strategy also supports the town centres such as Ilkley (Policy EC5) which are major sources of local employment. Policy EC4 supports the development of the tourism sector, of live-work premises and of rural diversification all of which are likely to be of relevance within Ilkley.</p>

**SA issue to be addressed relating to spatial options****BMDC Response****Economy**

Overall, the SA considers that the development of new housing and employment may help to encourage further inward investment into the District and therefore contributes positively towards the economy objective. However, it notes that focusing employment development in specific areas (particularly as proposed in Spatial Option 1) may mean that employment development is not accessible to everyone.

These comments are noted however it is pointed out that the major emphasis on employment and economic growth are precisely in those urban areas and regeneration areas, such as Bradford City Centre, Keighley and the Airedale Corridor, which are most accessible to the district's population.



# Appendix C

## Objectives Compatibility Test



KEY		--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain					
SA Objectives		Spatial Objectives												Commentary				
<p>1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy</p> <p>2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered</p> <p>3. Reduce the district's impact on climate change and vulnerability to its effects</p>	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	<p>The compatibility of Objectives 1 and 3 to 8 with this SA objective is uncertain as they promote or are likely to result in new development which, depending on its location and build opportunities, could affect energy and resource use. Objective 2 is partially compatible as it encourages development in locations that reduces the need to travel by car. Objective 9 is partially incompatible, as it promotes development of highway systems and in turn could encourage greater vehicle use (and finite fossil fuel reserves). Objective 11 is partially compatible as it promotes a sustainable built environment. Objective 13 is highly compatible as it promotes the use of renewable energy and a reduction in energy consumption. Objective 16 is also partially compatible as it seeks to safeguard natural and renewable energy resources.</p> <p>The compatibility of Objectives 1, 2, 4, and 5 to 8 is uncertain as housing and economic growth could result in an increase in waste arisings. Objective 3 could potentially be compatible if critical infrastructure includes facilities for recycling and recovery of wastes. Objective 9 is partially compatible at it seeks to improve accessibility. Objective 16 is highly compatible as it promotes the sustainable management of waste and recycling.</p> <p>The compatibility of Objectives 1 and 4 to 8 is uncertain as they promote or are likely to result in new development which, depending on its location and build could contribute to and be affected by climate change. Objective 2 is partially compatible as it encourages development in sustainable locations that reduce the need to travel and minimises the need to travel by car (thus contributing positively to reducing greenhouse gas emissions), although new development would contribute to climate change.</p> <p>Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objective 9 is partially incompatible, as it promotes development of highway systems and in turn could result in an increase in greenhouse gas emissions associated with vehicle use. Objective 13 is highly compatible as it seeks to reduce the impact of climate</p>	
	?	+	?	?	?	?	?	?	?	-	0	0	0	++	0	0		+
	?	?	?	?	?	?	?	?	?	+	0	0	0	0	0	0		++
?	+	?	?	?	?	?	?	?	?	0	0	0	0	0	0	0	+	

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain					
	Spatial Objectives																
SA Objectives	Commentary																
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
4. Safeguard and improve air, water and soil resources	?	?	?	?	?	?	?	?	-	0	+	+	+	0	+	++	change through mitigation and adaptation, reducing pollution and energy consumption and promoting the use of renewable energy. Objective 16 is also partially compatible as it seeks to safeguard renewable energy resources.  The compatibility of Objectives 1 to 8 is uncertain as they promote or are likely to result in new development which could impact on air, and water and soil resources. Objective 9 is partially incompatible, as it promotes development of highway systems and in turn could encourage greater vehicle use (with potential impacts on air quality). Objective 11 is partially compatible as it promotes the provision of a sustainable built and natural environment. Similarly, Objective 12 is partially compatible, as it seeks to safeguard and enhance natural heritage. Objective 13 is partially compatible as it seeks to reduce pollution. Objective 15 is partially compatible as it seeks to safeguard the South Pennines SPA and biodiversity assets and thus would also help to safeguard water and soil resources. Objective 16 is highly compatible as it seeks to safeguard natural resources.  The compatibility of Objectives 1 to 9 is uncertain as they promote or are likely to result in new development which could impact on biodiversity. Objective 1 promotes development in Airedale and Wharfedale, which depending on the scale and location of development could indirectly impact on the South Pennines SPA.  Objective 11 is partially compatible as it seeks to provide a clean and sustainable natural environment. Similarly, Objective 12 is partially compatible as it seeks to safeguard and enhance natural heritage. Objective 15 affords protection to the South Pennine Moors SPA and therefore is highly compatible. Objective 16 is partially compatible as it seeks to safeguard natural resources, including water and woodland.  The compatibility of Objectives 1 to 9 is uncertain as they promote or are likely to result in new development which could affect the landscape. Objective 11 is partially compatible as it promotes the provision of a clean and
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	?	?	?	?	?	?	?	?	0	+	+	0	0	++	+	
6. Maintain and enhance the character of natural and man made landscapes	?	?	?	?	?	?	?	?	?	0	+	+	0	0	+	+	

KEY	Spatial Objectives																Commentary	
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain						
SA Objectives	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.		
7. Protect and enhance historic assets and their settings	?	?	?	?	?	?	?	?	?	0	+	++	0	0	0	0		The compatibility of Objectives 1 to 9 is uncertain as they promote or are likely to result in new development which could affect historic assets. Objective 11 is partially compatible as it promotes the provision of a clean and attractive built and natural environment. Objective 12 is highly compatible at it seeks to safeguard and enhance the historic built and natural heritage.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	++	0	++	0	0	0	0	0	+	0	0	0	0	0	0		Objective 1 seeks to encourage housing development and therefore is partially compatible with this objective. Objective 2 seeks to ensure that the district's need for housing is met and therefore is highly compatible. Similarly, Objective 4 seeks to ensure provision of a range of quality dwellings to cater for current and future needs and thus is highly compatible. Objective 10 is partially compatible as it seeks to improve access to good quality homes.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	0	?	0	0	0	0	0	++	+	0	0	0	0	0	0		Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objective 9 seeks to improve and develop excellent public transport and highway systems to increase accessibility and therefore is highly compatible. Similarly, Objective 10 is partially compatible as it seeks to improve access.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	++	?	0	?	?	?	0	+/-	+	0	0	0	+	0	0		The compatibility of Objectives 1 and 5 to 7 is uncertain as they promote or are likely to result in new development which could affect the transport network. Objective 2 promotes development in sustainable locations that reduce the need to travel and minimises the need to travel by car and therefore is highly compatible. Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objective 9 is both compatible and incompatible, as it seeks to improve and develop excellent public transport but on the

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain					
SA Objectives	Spatial Objectives												Commentary				
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	other hand promotes development of highway systems which in turn could encourage greater vehicle use. Objective 10 is partially compatible as it seeks to improve access which could help to reduce the need to travel by lorry/car. Objective 14 is partially compatible as it seeks to improve access to the countryside and routes for walking and cycling.
11. Improve the quality of the built environment and make efficient use of land and buildings	-	++	?	?	?	?	?	?	0	0	++	+	0	0	0	0	Objective 1 is partially incompatible as it promotes development in Airedale and Wharfedale, which would involve use of greenfield land. Objective 2 is highly compatible as although it supports new development, it promotes the development of previously developed land. The compatibility of Objectives 3 to 8 is uncertain as they promote or are likely to result in new development, which depending on its location and build opportunities, could affect the quality of the built environment and land use. Objective 11 is highly compatible as it seeks to ensure the provision of a clean, sustainable and attractive built environment in order to foster a sense of civic pride and responsibility. Similarly, Objective 12 is partially compatible, as it seeks to safeguard and enhance the historic built heritage which helps to reinforce the local distinctiveness of places.
12. Improve the quality and range of services available within communities and connections to wider networks	?	?	+	?	?	?	?	0	+	+	0	0	0	0	0	0	The compatibility of Objectives 1, 2, 4 to 6 is uncertain; new development could help to improve service provision and accessibility. Objective 3 is partially compatible as it seeks to ensure the provision of appropriate critical infrastructure to support sustainable growth and sustainable communities. Objective 9 is partially compatible as it seeks to increase accessibility. Similarly, Objective 10 is partially compatible as it seeks to improve access to cultural facilities, health and education and community facilities.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	+	+	+	?	?	?	?	0	++	+	+	0	+	+	0	The compatibility of Objectives 1 and 5 to 8 with this SA objective is uncertain as they promote or are likely to result in new development which, depending on the scale and nature of development, could affect social cohesion and may or may not respect the needs of communities. Objectives 2 and 4 are partially compatible as they seek to ensure that housing needs are met. Similarly, Objective 3 is partially compatible as it seeks to ensure the provision of social critical

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain					
	Spatial Objectives																
SA Objectives	Commentary																
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	infrastructure. Objective 10 is highly compatible as it seeks to ensure that Bradford is a diverse city and that community needs are met. Objective 11 is partially compatible as the provision of a clean, safe, sustainable, attractive and accessible environment would contribute positively to improving the quality of neighbourhoods and promoting a sense of community identity. Similarly, Objectives 12 and 15 are also partially compatible, as they seek to safeguard and enhance built and natural heritage.
																	Objective 14 is partially compatible as the provision of accessible and varied opportunities for leisure and recreation may help to encourage social cohesion and participation.
14. Create good cultural, leisure and recreation activities available to all	-	?	?	?	?	?	+	?	+	+	0	+	0	++	+	0	Objective 1 is partially incompatible as it promotes development in Airedale and Wharfedale, which would involve use of greenfield land. The compatibility of Objectives 2, 4, 5, 6 and 8 is uncertain as they promote or are likely to result in new development which could affect cultural, leisure and recreation provision. Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objective 7 is partially compatible as it seeks to develop Bradford City Centre as a civic and cultural area. Objective 9 is partially compatible as it seeks to improve accessibility. Similarly, Objective 10 is partially compatible as it seeks to improve access to cultural and community facilities. Objectives 12 and 15 are partially compatible as they seek to safeguard and enhance built and natural heritage and therefore contributes positively to protecting greenspace and open space and cultural heritage. Objective 14 seeks to provide accessible and varied opportunities for leisure and recreation, including access to the countryside and therefore is highly compatible.
15. Improve safety and security for people and property	?	?	?	?	?	?	?	?	+	?	+	0	0	?	0	0	The compatibility of Objectives 1 to 8, 10 and 14 is uncertain as they promote or are likely to result in new development which, depending on its location and build, could affect safety and security. Objective 9 is partially compatible as it seeks to improve and develop a safe transport network. Similarly, Objective 11 is partially compatible as it seeks to ensure the provision of safe environments.



KEY	Spatial Objectives																Commentary
	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain					
SA Objectives	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	?	?	?	?	?	?	?	?	+	+	+	0	0	+	0	0	The compatibility of Objectives 1, 2 and 4 to 8 is uncertain as they promote or are likely to result in new development which could affect health and social care provision. Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objective 9 is partially compatible as it seeks to improve accessibility. Similarly, Objective 10 is partially compatible as it seeks to improve access to health and community facilities. Objective 11 is partially compatible as it seeks to provide a clean and safe built and natural environment. Objective 14 is partially compatible as it seeks to provide greater opportunity for leisure and recreation, thus encouraging healthy lifestyles.
17. Promote education and training opportunities which build the skills and capacity of the population	0	0	?	0	+	+	0	++	+	+	0	0	0	0	0	0	Objective 3 could potentially be compatible, depending on the critical infrastructure provision. Objectives 5 and 6 are partially compatible as they seek to generate business opportunity, economic prosperity and jobs. Objective 8 seeks to support education establishments to ensure a well educated and skilled workforce and thus is highly compatible. Objective 9 is partially compatible as it seeks to improve accessibility. Similarly, Objective 10 is partially compatible as it seeks to improve access to education provision.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	?	?	0	0	+	+	?	0	+	+	0	0	0	0	0	0	Objectives 1, 2 and 7 promote economic development, which may provide employment opportunities for local people. Objectives 5 and 6 are partially compatible, as they seek to generate business opportunity, economic prosperity and jobs. Objective 9 is partially compatible as it seeks to improve accessibility. Similarly, Objective 10 is partially compatible as it seeks to improve access to jobs.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	?	+	0	?	+	?	0	+	0	0	0	0	0	0	0	Objectives 1, 2, 5 and 7 promote economic growth, which may affect existing and new business, investment and enterprise. Objective 3 is partially compatible as it seeks to ensure the provision of appropriate critical infrastructure and thus contributes positively towards providing the right conditions for investment and enterprise. Objective 6 is partially compatible as it seeks to promote economic growth and market sector diversification. Objective 9 is partially compatible as it seeks to improve accessibility.

# Appendix D

## Detailed Policy-by-Policy Appraisal



## Policy P1 Presumption in Favour of Sustainable Development

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy P1 Presumption in Favour of Sustainable Development										
		Commentary										Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy seeks to ensure that development improves the economic, social and environmental conditions in the District and wider Leeds City Region; although no specific reference is made to energy and natural resources. As such, it is considered that the impacts on this objective are neutral.										Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		There is no reference to waste management in the policy and as such, it is considered that the impact on this objective is neutral.										Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects		There is no reference to climate change in the policy and as such, it is considered that the impact on this objective is neutral.										Neutral
4. Safeguard and improve air, water and soil resources		There is no reference to resources in the policy and as such, it is considered that the impact on this objective is neutral.										Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		Other than a generic reference to improving environmental conditions, the policy makes no reference to biodiversity. There are other policies in the Plan which seek to protect species and habitats. Therefore, it is considered that the impact on this objective is neutral.										Neutral
6. Maintain and enhance the character of natural and man made landscapes		Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to landscapes. There are other policies, for example Design Policy DS2 which are directly relevant to the landscape of Bradford. As such, it is considered that the impact on this objective is neutral.										Neutral
7. Protect and enhance historic assets and their settings		Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to the historic environment and its settings. As such, it is considered that the impact on this objective is neutral.										Neutral

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy P1 Presumption in Favour of Sustainable Development												
SA Objectives												Scoring
Commentary												
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	The policy seeks to provide a positive planning framework for guiding development and change, consistent with the principles of the NPPF. This will help to deliver new housing across Bradford. Furthermore, the policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, which will further help to deliver new housing. The positive planning aspirations of this policy will therefore have positive impacts on this objective.											Move towards marginally.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to transport networks. As such, it is considered that the impact on this objective is neutral.											Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to transport choice. As such, it is considered that the impact on this objective is neutral.											Neutral
11. Improve the quality of the built environment and make efficient use of land and buildings	Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to the built environment. There are other policies which deal specifically with the built environment for example the Design Policy on Urban Character. As such, it is considered that the impact on this objective is neutral.											Neutral
12. Improve the quality and range of services available within communities and connections to wider networks	Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to services. As such, it is considered that the impact on this objective is neutral.											Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region. Improvements in the social conditions in Bradford will help to provide social cohesion. The quality of all neighbourhoods will also be improved by this aspect of the policy. There will therefore be minor positive impacts on this objective.											Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all	Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to leisure and recreation. As such, it is considered that the impact on this objective is neutral.											Neutral

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy P1 Presumption in Favour of Sustainable Development												
SA Objectives		Commentary										Scoring
15. Improve safety and security for people and property		Other than a generic reference to improving economic, social and environmental conditions, the policy makes no reference to safety or security. As such, it is considered that the impact on this objective is neutral.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region. This will help to provide the conditions to improve health and well-being and have minor positive impact on this objective.										Move towards marginally.
17. Promote education and training opportunities which build the skills and capacity of the population		The policy seeks to provide a positive planning framework for guiding development and change, consistent with the principles of the NPPF. Whilst this will not directly promote training and development opportunities it will help to deliver economic development in Bradford, which will help to provide the conditions for education and training opportunities to arise, which would have positive impacts on this objective. Furthermore, the policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region.										Move towards marginally.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy seeks to provide a positive planning framework for guiding development and change, consistent with the principles of the NPPF. This will help to deliver economic development and in turn increase the number of high quality job opportunities in Bradford. Furthermore, the policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region.										Move towards marginally.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy seeks to provide a positive planning framework for guiding development and change, consistent with the principles of the NPPF. This will help to deliver new economic development in Bradford and in turn support investment in Bradford, which would have positive impacts on this objective. Furthermore, the policy states that the Council will work proactively with applicants to find solutions which mean that development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region.										Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy P1 Presumption in Favour of Sustainable Development**

**Commentary**

**Scoring**

**Summary:**

Policy P1 is a generic policy setting out the presumption in favour of sustainable development as it applies to Bradford District. As such it seeks to secure development that improves the economic, social and environmental conditions in the District and wider Leeds City Region, accords with planning policy both locally and nationally and that any adverse impacts of granting permission significant and demonstrably outweigh the benefits in accordance with the criteria outlined. Due to the generic nature of the policy, its impact on the some of the SA objectives is considered neutral.

However, there are positive impacts on the housing, social and economic objectives due to the fact that policy will help foster a positive response and climate for development, which will help to bring about new housing and economic development.

It should be noted that the policy is in general accordance with NPPF which requires that *'Local Planning Authorities should approach decision taking in a positive way to foster the delivery of sustainable development'*.

**Mitigation:**

The policy as worded does not feel sufficiently robust and locally distinctive, rather more a reiteration of the NPPF's presumption in favour of sustainable development to fit Bradford. Further consideration should be given to the policy wording to ensure that the policy articulates what sustainable development means for Bradford and how it will be applied locally.



## Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	Policy objective 8 specifically seeks to manage land for renewable energy generation, which will have a positive effect on this SA objective.		Move towards marginally.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	There is no reference to waste management in the policy.		Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects	A shift to sustainable patterns of development will help to reduce reliance on the car and promote the use of more sustainable patterns of development and will have benefits in relation to greenhouse gas emissions, which will have a positive impact on reducing the district's impact on climate change. Furthermore, ensuring resilience to environmental threats and minimising exposure to them (Policy objective 7) presumably includes climate change whilst avoiding increasing flood risk, promoting renewable energy and tree cover will help address climate change issues (Policy objective 8).		Move towards marginally.
4. Safeguard and improve air, water and soil resources	A shift to sustainable patterns of development will help to reduce reliance on the car and have benefits in relation to reducing exhaust emissions, which will have a positive impact on reducing the district's impact on air quality. Furthermore, increasing flood risk, promoting renewable energy and tree cover will help protect air, water and soil resources (Policy objective 8).		Move towards marginally.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	There will be a significant positive impact on this objective in that the policy affords protection and enhancement to the District's environmental resources including areas of international and national importance including the South Pennine Moor SAP and SAC and seeks to manage land and river catchments for biodiversity enhancement.		Move towards significantly

KEY	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities											
		Commentary											
		Scoring											
6. Maintain and enhance the character of natural and man made landscapes		<p>There will be a significant positive impact on this objective in that the policy affords protection and enhancement to the District's environmental resources, including areas of international and national importance and local landscape and countryside.</p> <p>There is also a positive impact on this objective as the policy seeks to ensure that developments are of high quality, well designed, and that there will be a contribution to inclusive built and natural environments which protect and enhance local settings, character, distinctiveness and importantly heritage.</p>											Move towards significantly
7. Protect and enhance historic assets and their settings		<p>There will be a significant positive impact on this objective in that the policy affords protection and enhancement to the District's environmental resources, including areas of international and national importance and local heritage.</p> <p>There is also a positive impact on this objective as the policy seeks to ensure that developments are of high quality, well designed, and that there will be a contribution to inclusive built and natural environments which protect and enhance local settings, character, distinctiveness and importantly heritage. This should help to protect and enhance historic assets and their settings.</p>											Move towards significantly
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		Transforming the economic and social conditions of the District and providing a good supply of housing with new developments being of high quality and good design will all help to create opportunities for people to live in quality housing and in turn will have a significant positive impact on this SA Objective.											Move towards marginally.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		Policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted. This will help to develop an integrated and efficient transport network and minimise detrimental impacts, thus having a positive impact on this SA Objective.											Move towards marginally.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		Policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted. This will help to increase transport choice and reduce the need to travel by car/lorry, thus having a positive impact on this SA Objective.											Move towards marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities</b>												
<b>SA Objectives</b>		<b>Commentary</b>										<b>Scoring</b>
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy is considered to have a significant positive impact on this SA Objective in that it seeks to ensure that developments are of high quality, well designed, and that they contribute to inclusive built and natural environments, which protect and enhance local settings, create or reinforce a sense of local character, and distinctiveness.										Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		There is a minor positive impact on this objective in that the policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for community and social infrastructure, all of which should help to improve the quality and range of services available. In addition, policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted.										Move towards marginally.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		There is a significant positive impact on this SA Objective in that the policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for community and social infrastructure.										Move towards significantly
14. Create good cultural, leisure and recreation activities available to all		There is a minor positive impact on this objective as the policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for community and social infrastructure, all of which should help to improve the quality and range of leisure and recreational facilities available. In addition, policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted.										Move towards marginally.
15. Improve safety and security for people and property		The policy seeks to transform the economic and social conditions of the District, but scores neutral in that there is no specific mention of safety or security.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		There is a minor positive impact on this objective as the policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for community and social infrastructure, all of which should help to improve well-being and the quality and range of health facilities available. In addition, policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted.										Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities										
		Commentary										Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		The policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for community and social infrastructure whilst managing and spreading the benefits of the Bradford economy and enhancing the role in the Leeds City Region. All of this should help to improve education facilities available having a minor positive effect. In addition, spatial objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development. A shift to sustainable forms of movement is also promoted.										Move towards marginally.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for the local economy whilst managing and spreading the benefits of the Bradford economy and enhancing the role in the Leeds City Region. All of this should help to improve access to jobs having a significant positive effect. In addition, policy objective 9 seeks to ensure that transport management and investment supports and helps deliver the Core Spatial Strategy including sustainable patterns of development; a shift to sustainable forms of movement is also promoted.										Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy seeks to transform the economic and social conditions of the District, and supports Ilkley, Keighley and Bingley, Local Growth Centres and Local Service Centres as hubs for the local economy whilst managing and spreading the benefits of the Bradford economy and enhancing the role in the Leeds City Region. There is also a positive impact on this objective in that the policy seeks to ensure that developments are of high quality, well designed, and that there will be a contribution to inclusive built and natural environments, which protect and enhance local settings, character, distinctiveness which will help attract investment to Bradford.										Move towards significantly

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Strategic Core Policy 1 (SC1) Overall Approach and Key Spatial Priorities										
		Commentary										
<b>Summary:</b>		<p>Policy SC1 contributes positively towards many of the SA objectives:</p> <ul style="list-style-type: none"> <li>It contributes significantly towards SA Objective 5 relating to conserving and enhancing the internationally, nationally and locally values wildlife species and habitats, and SA Objective 6 relating to maintaining and enhancing the character of the natural and man-made landscapes since this policy affords protection and enhancement for the District's environmental resources including areas of international and national importance;</li> <li>It contributes positively to SA Objectives 7 and 11 in that this policy requires development to be of high quality, well designed and contribute to inclusive built and natural environments which protect and enhance local settings, distinctiveness, character and heritage;</li> <li>By seeking to transform the economic and social conditions of the District and support Ilkley, Keighley, and Bingley, Local Growth Centres and Local Service Centres as hubs for the local economy, the policy significantly contributes to SA Objectives 13, 18 and 19 in relation to social cohesion, increased high quality job opportunities, and supporting investment and enterprise.</li> </ul>										
<b>Mitigation:</b>		<p>The policy does not have a positive impact in relation to SA objective 2 on waste. It is suggested that the policy could include a reference to sustainable design or sustainable resource use in policy objective 10, to enable waste management to be addressed.</p>										

## Strategic Core Policy 2 (SC2) Climate Change and Resource Use

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC2 Climate Change and Resource Use										
		Commentary										Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		As the policy seeks to reduce impacts of climate change and to support the Council's carbon reduction targets there will therefore be a significant positive impact on this objective. In particular – policy b includes 'maximising energy efficiency' and 'Locating development where it will support opportunities for the delivery of renewable and low carbon energy' and policy D 'requires new development to use resources sustainably', all of which will have significant positive impacts on this objective.										Move towards significantly
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		As the policy seeks to support the Council's carbon reduction targets including encouraging better resource use there will therefore be a positive impact on this objective; the positive effects of this policy could be improved through reference to moving waste up the waste hierarchy as it is currently focused on energy rather than material resource use. Whilst it is noted that policy D 'requires new development to use resources sustainably' the comment above about referencing material resources could be added to strengthen the positive impacts of the policy.										Move towards marginally.
3. Reduce the district's impact on climate change and vulnerability to its effects		As the policy seeks to reduce impacts of climate change and to support the Council's carbon reduction targets there will therefore be a significant positive impact on this objective.										Move towards significantly
4. Safeguard and improve air, water and soil resources		Air, water and soil resources will be protected by a variety of measures outlined in this policy including an aim to manage sources of flood risk, improve air quality overall, moving to a low carbon economy, use of sustainable transport and to encourage better energy, resource and water use. Overall, it is considered that the policy makes a significant positive contribution towards this objective.										Move towards significantly
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy seeks to manage the impact of future decisions on the district's natural resources and also to facilitate the management and expansion where appropriate, of vulnerable habitat types, primarily blanket bog and woodland and, supporting action plans for habitats and species at risk. This will make a significant positive contribution towards this objective.										Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes		The policy seeks to manage the impact of future decisions on the district's natural resources and also to facilitate the management and expansion where appropriate, of vulnerable habitat types, primarily blanket bog and woodland, which will indirectly have a positive effect on the landscape.										Move towards marginally.



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC2 Climate Change and Resource Use												
SA Objectives		Commentary										Scoring
7. Protect and enhance historic assets and their settings		The policy will address the impact of climate change and public spaces; this could include those of heritage value, although the policy scores only minor positive as there is no specific mention of heritage.										Move towards marginally.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		The policy seeks to ensure new development is adapted to climate change by using resources sustainably and reducing their environmental impacts; this could include residential buildings, although there is no specific mention of developing sustainable homes only a reference to the creation of sustainable and resilient communities.										Move towards significantly
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The policy seeks to maximise use of sustainable forms of transport and to focus development in Bradford and the Principal towns. Improvements in public transport and facilities for walking and cycling are proposed which will have a positive impact on this objective.										Move towards significantly
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The policy seeks to maximise use of sustainable forms of transport and to focus development in Bradford and the Principal towns. Improvements in public transport and facilities for walking and cycling are proposed which will have a positive impact on this objective.										Move towards significantly
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy will ensure new development is adapted to climate change by using resources sustainably and reducing their environmental impact and address the impact of climate change on buildings and public spaces.										Move towards marginally.
12. Improve the quality and range of services available within communities and connections to wider networks		The policy seeks to maximise use of sustainable forms of transport and to focus development in Bradford and the Principal towns. Improvements in public transport and facilities for walking and cycling are proposed which will have a positive impact on this objective.										Move towards marginally.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The policy seeks to engage with residents and businesses to create sustainable and resilient communities, particularly in Local Growth Centres.										Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all		The policy addresses the impact of climate change on buildings and public spaces. It also seeks to address the opportunities and pressures that an increasing population has on land use particularly in key locations for recreation.										Move towards marginally.



KEY	- -	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC2 Climate Change and Resource Use											
		Commentary											
		Scoring											
15. Improve safety and security for people and property	The policy seeks to engage with residents and businesses to create sustainable and resilient communities; it seeks to reduce and manage all sources of flooding which will help improve security and to address the impact of climate change on vulnerable groups.												Move towards marginally.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	The policy seeks to engage with residents and businesses to create sustainable and resilient communities; it seeks to reduce and manage all sources of flooding which will help improve well-being and to address the impact of climate change on vulnerable groups.												Move towards marginally.
17. Promote education and training opportunities which build the skills and capacity of the population	The policy seeks to raise awareness of future costs of energy and water by working with existing businesses; however, the impact on this objective is considered minor positive since no direct reference is made to education opportunities.												Move towards marginally.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	The policy seeks to stimulate the local energy sector to deliver carbon saving measures and raise awareness of future costs of energy and water and maximise opportunities from the move to a low-carbon economy by working with existing businesses; however, the impact on this objective is considered minor positive since no direct reference is made to employment opportunities in a low-carbon economy.												Move towards marginally.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	The policy seeks to stimulate the local energy sector to deliver carbon saving measures and raise awareness of future costs of energy and water and maximise opportunities from the move to a low-carbon economy by working with existing businesses; this will help support enterprise that are working in a low-carbon economy.												Move towards significantly
<b>Summary:</b>		Overall, Policy SC2 makes a positive contribution to all the SA Objectives. With regards to SA Objectives 1, 3, 4, 5, 8, 9, 10 and 19, the policy makes a significant positive contribution to meeting these objectives by seeking to reduce the impacts of climate changes, ensure sustainable resource use, and to support the Council's carbon reduction targets which in turn impact on air, soil and water resources, biodiversity, housing, transport and the economy.											
<b>Mitigation:</b>		The policy wording could be strengthened to include a reference to moving waste up the waste hierarchy as it is currently focused on energy rather than material resource. The reference to waste could be added to the wording of Policy D requirement to use resources sustainably.											

### Strategic Core Policy 3 (SC3) Working Together

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC3 Working Together										
		Commentary										
		Scoring										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	The policy seeks to achieve effective environmental management but will not directly affect energy and resource efficiency so impacts on this objective are neutral.											Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	The policy seeks to achieve effective environmental management but will not directly affect waste growth so impacts on this objective are neutral.											Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects	Making best use of sustainable modes of transport will help to reduce reliance on the car and have benefits in relation to greenhouse gas emissions, which will have a positive impact on reducing the district's impact on climate change. Furthermore, point 6 of the policy seeks to address climate change, which will have a positive impact on this objective. However, the policy also states the need to make best use of inter-city regional road links, which could in turn encourage greater vehicle use. This could in turn encourage more use of fossil fuel reserves and an increase in greenhouse gas emissions. As such, the effect of the policy on this objective is unknown.											Uncertain
4. Safeguard and improve air, water and soil resources	Making best use of sustainable modes of transport will help to reduce reliance on the car and have benefits in relation to air quality, which will have a positive impact on reducing the district's impact on air quality. However, the policy also states the need to make best use of inter-city regional road links, which could in turn encourage greater vehicle use. This could in turn encourage more use of fossil fuel reserves and an impact on air quality.  The policy seeks to achieve effective environmental management but will not directly affect water so impacts on this element of the objective are neutral.  Supporting the renewal and regeneration of urban and rural areas will have a positive impact on soil resources by encouraging the reuse of brownfield land.  Overall, the effect of the policy on this objective is unknown.											Uncertain

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC3 Working Together											
		Commentary											
		Scoring											
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy seeks to achieve effective environmental management and enhancement and to address climate change. Environmental enhancement may help to conserve internationally, nationally and locally valued wildlife species and habitats but there is no specific mention in the policy of habitats or species and so impacts on this objective are considered neutral.											Neutral
6. Maintain and enhance the character of natural and man made landscapes		The policy seeks to achieve regeneration of urban and rural areas as well as effective landscape and environmental management and enhancement, which will make a significant positive contribution towards this objective.											Move towards significantly
7. Protect and enhance historic assets and their settings		The policy seeks to achieve effective landscape and environmental management and enhancement. However, there is no mention of historic assets; as such impacts on this objective are considered neutral.											Neutral
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		The policy seeks to address low and high housing demand and to balance housing with current and future employment opportunities all of which will help provide a significant positive contribution towards this objective.											Move towards significantly
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The policy seeks to make the best use of sustainable modes of transport, including inter-city regional road and rail/water transport links. This will help to reduce congestion by increasing choice and the promotion of alternatives to the car will help reduce congestion and make a positive contribution towards this objective. However, the policy also states the need to make best use of inter-city regional road links, which could in turn encourage greater vehicle use. This could in turn encourage more use of fossil fuel reserves and an increase in greenhouse gas emissions. It is recommended that the policy be reworded to place less emphasis on the road network, or example "make the best use of sustainable modes of transport, including existing and enhanced bus, rail, cycle, foot and water transport links as a priority but also considering the use of existing inter-city regional road links".											Move away marginally
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The policy seeks to make the best use of sustainable modes of transport, including inter-city regional road and rail/water transport links. This will help to reduce congestion by increasing choice and the promotion of alternatives to the car will help reduce congestion and make a positive contribution towards this objective. However, the policy also states the need to make best use of inter-city regional road links, which could in turn encourage greater vehicle use. This could in turn encourage more use of fossil fuel reserves and an increase in greenhouse gas emissions. It is recommended that the policy be reworded to place less emphasis on the road network, for example "make the best use of sustainable modes of transport, including existing and enhanced bus, rail, cycle, foot and water transport links as a priority but also considering the use of existing inter-city regional road links".											Move away marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC3 Working Together											
		Commentary											
		Scoring											
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy seeks to achieve regeneration of urban and rural areas as well as effective landscape and environmental management and enhancement, which will make a significant positive contribution towards this objective.											Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		The policy promotes polycentric networks of different places with complementary roles, based on own strengths and services/facilities and seeks to promote sustainable modes of transport, which will help with connections to existing services/facilities and make a positive contribution towards this objective.											Move towards marginally
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The policy seeks to achieve regeneration of urban and rural areas and promotes polycentric networks of different places with complementary roles, based on own strengths and characteristics and seeks to promote sustainable modes of transport, which will help with connections to existing services/facilities and make a significant positive contribution towards this objective.											Move towards significantly
14. Create good cultural, leisure and recreation activities available to all		The policy promotes polycentric networks of different places with complementary roles, based on own strengths and characteristics and seeks to promote sustainable modes of transport, which will help with connections to existing leisure and recreation activities and make a positive contribution towards this objective.											Move towards marginally
15. Improve safety and security for people and property		The policy supports the renewal and regeneration of urban and rural areas. However, there is no mention of safety and security as such the impacts on this objective are considered neutral.											Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The policy makes a positive contribution towards this objective through a variety of methods including in particular through points 1, 2, 4, 5 and 7 that will all help improve the well-being of the population.											Move towards marginally
17. Promote education and training opportunities which build the skills and capacity of the population		Whilst education and training opportunities are not specifically mentioned in the policy, it is considered that realising the potential of the Leeds City Region and spreading the benefits across it will help to promote education and training and as such has a minor positive impact on this objective.											Move towards marginally
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy seeks to realise the potential of Leeds City Region and ensure benefits are spread across it. The policy seeks to balance housing with current and future employment opportunities and supports economic growth all of which will help provide a significant positive contribution towards this objective.											Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC3 Working Together	
SA Objectives	Commentary
<p>19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area</p>	<p>The policy seeks to realise the potential of Leeds City Region and ensure benefits are spread across it. The policy seeks to balance housing with current and future employment opportunities and supports economic growth all of which will help provide a significant positive contribution towards this objective.</p>
<p><b>Summary:</b> Overall it is considered the policy contributes positively to the SA objectives, with significant positive contributions to the objectives relating to landscape, housing, the built environment, social cohesion, employment, and investment and enterprise (i.e. objectives 6, 8, 11, 13, 18 and 19). However, the impact of the policy on a number of SA objectives is either neutral or uncertain in that no specific reference is made to renewable energy, waste minimisation, biodiversity, the historic environment, or safety and security.</p> <p>Although the policy promotes the use of sustainable modes of transport and thus would positively contribute to SA objectives 9 and 10, reference to making best use of inter-city regional road links could in turn encourage greater vehicle use (and thereby greater use finite fossil fuel reserves, an increase in greenhouse gas emissions and impacts on air quality), making the policy partially incompatible with SA objective 4 (i.e. improving air pollutants and local water quality).</p>	<p><b>Scoring</b> Move towards significantly</p>
<p><b>Mitigation:</b> It is recommended that the policy be reworded to place less emphasis on the road network, for example “make the best use of sustainable modes of transport, including existing and enhanced bus, rail, cycle, foot and water transport links as a priority but also considering the use of existing inter-city regional road links”.</p>	

## Strategic Core Policy 4 (SC4) Hierarchy of Settlements

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC4 Hierarchy of Settlements	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	The policy will not directly affect energy and resource efficiency as such impacts on this objective are considered neutral.		Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	The policy will not directly affect waste growth as such impacts on this objective are considered neutral.		Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects	<p>New housing and employment in Bradford city centre, Keighley, Ilkley and Bingley is likely to be well located in relation to public transport, the cycle network and services / facilities and employment. Local Growth Centres have also been identified by considering accessibility by public transport, whilst development in Local Service Centres will be to meet local need. These aspects should reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel - exhaust emissions. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. This will help to reduce reliance on the car, and in turn reduce greenhouse gas emissions and have a minor positive impact on this objective.</p> <p><b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.</b></p>		Move towards marginally



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC4 Hierarchy of Settlements													
SA Objectives												Scoring	
Commentary													
4. Safeguard and improve air, water and soil resources	<p>New housing and employment in Bradford city centre, Keighley, Ilkley and Bingley is likely to be well located in relation to public transport, the cycle network and services / facilities and employment. Local Growth Centres have also been identified by considering accessibility by public transport, whilst development in Local Service Centres will be to meet local need. These aspects should reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport, and thus could help to improve air quality. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford Corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. This will help to reduce reliance on the car, and in turn improve air quality and have a minor positive impact on this objective.</p> <p><b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</b></p> <p>There is the potential for new housing in all locations except Queensbury and Oakworth to have an effect upon water quality and flood risk and as such results in an uncertain impact of this policy on the SA objective. <b>It is recommended that, in addition to enhancing biodiversity and recreation, the value of existing green areas as functional floodplain is recognised and protected.</b></p>												Uncertain
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	<p>There are several Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding the settlements. However, the policy seeks to create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity which will have a significant positive impact on this objective. Concentrating development in Bradford focuses development on previously developed land which will reduce the extent of potential Green Belt releases and focuses development in areas where there is least potential for biodiversity impacts although it is appreciated that both brownfield and greenfield land can also support a range of habitats and species.</p>												Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes	<p>The policy seeks to create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. Concentrating development in Bradford focuses development on previously developed land which will reduce the extent of potential Green Belt releases and focuses development in areas where there is least potential for landscape impact. In Bradford there will be a high quality public realm with well designed buildings that will help protect and improve the built townscape whilst in the Local Service Centres a high standard of design is required. <b>It is recommended a similar design priority could be adopted for the other settlements.</b></p>												Move towards significantly



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC4 Hierarchy of Settlements												
SA Objectives		Commentary										Scoring
7. Protect and enhance historic assets and their settings		There is the potential for new housing in all locations to have an effect upon historic assets and this results in an uncertain impact as new development could adversely impact on the historic environment without proper safeguards in place. <b>It is recommended that, in addition to enhancing biodiversity and recreation, the heritage value of existing green areas is recognised and protected whilst within the design priority for all settlements the heritage value of existing buildings should be recognised and protected.</b>										Uncertain
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors. Focussing development on Bradford and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in housing but the policy seeks to address this through provision of housing to meet local needs in Local Growth Centres and Local Service Centres. This will make a positive contribution towards providing good housing choice and make a significant positive contribution towards this objective.										Move towards significantly
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		New housing and employment in Bradford city centre, Keighley, Ilkley and Bingley is likely to be well located in relation to public transport, the cycle network and services / facilities and employment. Local Growth Centres have also been identified by considering accessibility by public transport, whilst development in Local Service Centres will be to meet local need. These aspects should reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. This will help to reduce reliance on the car and have a significant positive impact on this objective. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.</b>										Move towards significantly

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC4 Hierarchy of Settlements												
SA Objectives												Scoring
Commentary												
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	<p>New housing and employment in Bradford city centre, Keighley, Ilkley and Bingley is likely to be well located in relation to public transport, the cycle network and services / facilities and employment. Local Growth Centres have also been identified by considering accessibility by public transport, whilst development in Local Service Centres will be to meet local need. These aspects should reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. This will help to reduce reliance on the car and have a positive impact on this objective. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.</b></p>											Move towards marginally
11. Improve the quality of the built environment and make efficient use of land and buildings	<p>The policy seeks to create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. Concentrating development in Bradford focuses development on previously developed land which will reduce the extent of potential Green Belt releases and focuses development in areas where regeneration is needed. In Bradford there will be a high quality public realm with well designed buildings that will help protect and improve the built townscape whilst in the Local Service Centres a high standard of design is required. <b>It is recommended a similar design priority could be adopted for the other settlements.</b></p>											Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks	<p>Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors and so access to existing services and facilities. Focussing development on Bradford and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in services but the policy seeks to address this through provision of services to meet local needs in Local Growth Centres and Local Service Centres. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities elsewhere.</b></p>											Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC4 Hierarchy of Settlements													
SA Objectives												Scoring	
Commentary													
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy seeks to create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. Concentrating development in Bradford focuses development on previously developed land which will reduce the extent of potential Green Belt releases and focuses development in areas where regeneration is needed. In Bradford there will be a high quality public realm with well designed buildings that will help protect and improve the built townscape whilst in the Local Service Centres a high standard of design is required. <b>It is recommended a similar design priority could be adopted for the other settlements.</b>												Move towards significantly
14. Create good cultural, leisure and recreation activities available to all	Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors and so access to existing leisure and recreational opportunities. The policy seeks to create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. This will make a significant positive contribution towards providing access to leisure and recreational activities. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres.</b>												Move towards significantly
15. Improve safety and security for people and property	In Bradford there will be a high quality public realm with well designed buildings that will help protect and improve the built townscape whilst in the Local Service Centres a high standard of design is required. <b>It is recommended a similar design priority taking into account "secured by design" could be adopted for the other settlements.</b>												Move towards marginally
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors and so access to existing health facilities. Focussing development on Bradford and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in health services but the policy seeks to address this through provision of services to meet local needs in Local Growth Centres and Local Service Centres. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local health facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access health facilities elsewhere.</b>												Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC4 Hierarchy of Settlements													
SA Objectives		Commentary											
		Scoring											
17. Promote education and training opportunities which build the skills and capacity of the population		<p>Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors and so access to existing education facilities. Focussing development on Bradford and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in education provision but the policy seeks to address this through provision of services to meet local needs in Local Growth Centres and Local Service Centres. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that education provision is limited in some locations, without these improvements residents may therefore have to travel by car to access education.</b></p>											Move towards marginally
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		<p>Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors. Focussing development on Bradford (where a wide range of employment will be offered) and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in employment provision but the policy seeks to address this through support of economic development and in more rural areas home working, live work to meet local needs in Local Growth Centres and Local Service Centres. This will make a positive contribution towards providing good employment opportunities and make a significant positive contribution towards this objective. The policy seeks to improve public transport systems and increase opportunities for walking and cycling in Bradford and along the Leeds Bradford corridor. Public transport improvements are also promoted in the Principal Towns and Local Growth Centres. <b>It is recommended that improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that employment provision is limited in some locations, without these improvements residents may therefore have to travel by car to access employment.</b></p>											Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		<p>Concentrating development in Bradford and the Principal Towns focuses development on previously developed land and regeneration areas with established sustainable transport corridors. Focussing development on Bradford (where a wide range of employment will be offered) and the Principal Towns could affect the viability of other towns, villages and rural areas given that there are some deficiencies in employment provision but the policy seeks to address this through support of economic development and in more rural areas home working, live work to meet local needs in Local Growth Centres and Local Service Centres. This will make a positive contribution towards this objective.</p>											Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**Policy SC4 Hierarchy of Settlements**

<b>SA Objectives</b>	<b>Commentary</b>
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**Summary:**

Concentrating development in the Regional City has a number of environmental, social and economic benefits; in particular it focuses development on PDL and regeneration areas with established sustainable transport corridors, and contributes positively towards the sustainable economic growth of the City. Importantly, use of PDL in the Regional City would reduce the extent of potential Green Belt releases, which is likely to have a number of environmental impacts, and focuses development in areas where there is the least potential for impacts on biodiversity and the landscape. This policy is therefore considered to contribute positively to SA objectives 5 and 6.

Focusing development primarily in the Regional City and Principal Towns could affect the viability of the other towns, villages and rural areas in the District, particularly given that there are some deficiencies in housing and services provision and accessibility is an issue, with public transport provision limited in some areas. The policy seeks to address these issues through provision of housing, employment and services/facilities where there is a need and improvements to public transport links and accessibility to enhance the vitality and viability of these areas.

The policy is also considered to contribute positively to some of the social SA objectives, for example SA objectives 8 relating to provision of housing and 9 and increasing transport choice since the policy stipulates that plans, strategies and programmes should 'achieve a wide range of housing' and 'improve public transport systems'.

Each of the priorities outlined in this policy seek to ensure sustainable growth whilst protecting and enhancing the environment and quality of life and therefore contribute positively to at least one of the SA objectives.

**Mitigation:**

A number of recommendations are made, including:

- Improvements to public transport links are promoted in the Local Service Centres and walking and cycling encouraged in the Principal Towns, Local Growth Centres and Local Service Centres. Given that local services/facilities are limited in some locations, without these improvements residents may therefore have to travel by car to access certain services/facilities and employment elsewhere.
- In addition to enhancing biodiversity and recreation, the value of existing green areas as functional floodplain is recognised and protected.

A similar design priority as that for the Regional City, Local Service Centres and Rural Areas could be adopted for the other settlements.



## Strategic Core Policy 5 (SC5) Location of Development

KEY	- -	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC5 Location of Development									
		Commentary									
		Scoring									
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy will not directly affect energy and resource efficiency as such impacts on this objective are considered neutral.									
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		The policy will not directly affect waste growth as such impacts on this objective are considered neutral.									
3. Reduce the district's impact on climate change and vulnerability to its effects		By focussing on previously developed land but also allowing extensions to sustainably located settlements (e.g. those with good access to public transport), housing and employment opportunities can be provided in sustainable locations; furthermore, development locations must comply with the public transport criteria. This will help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions.									
4. Safeguard and improve air, water and soil resources		By prioritising previously developed land, greenfield land on the edge of settlements, including agricultural land and potentially floodplain and woodland, will only be used if allocated in accordance with the hierarchy and so will be a lower priority for development. If allocating in accordance with the other core policies both brownfield and greenfield land that acts as an environmental resource (e.g. floodplain) should be protected. <b>It is however recommended that the policy clarify the situation regarding the potential conflict and hierarchy between brownfield or infill land that is within the floodplain and greenfield land that is not.</b> By focussing on previously developed land but also allowing extensions to sustainably located settlements (e.g. those with good access to public transport) housing and employment opportunities can be provided in sustainable locations; furthermore, development locations must comply with the public transport criteria. This will help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to improve air quality.									

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC5 Location of Development													
SA Objectives		Commentary											
		Scoring											
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		<p>By prioritising previously developed land, greenfield land on the edge of settlements, including land which is potentially of biodiversity value, will only be used if allocated in accordance with the hierarchy. If allocating in accordance with the other core policies both brownfield and greenfield land that acts as an environmental resource (as brownfield land could also be an important biodiversity resource) should be protected.</p> <p><b>It is recommended that the policy clarify the situation regarding the potential conflict and hierarchy between brownfield or infill land that is of high biodiversity value and greenfield land that is of low biodiversity value.</b></p> <p>The policy does not mention wildlife or habitats with regards to selecting sites for development. <b>It is therefore recommended that for the locations of development consideration is given to wildlife and habitats.</b></p>											Move towards marginally
6. Maintain and enhance the character of natural and man made landscapes		<p>By prioritising previously developed land, greenfield land on the edge of settlements will only be used if allocated in accordance with the hierarchy helping to conserve the landscape although the policy still allows the option for urban extensions, which could result in the loss of Green Belt. As such, the impact of the policy on this SA objective is considered uncertain.</p>											Uncertain
7. Protect and enhance historic assets and their settings		<p>If allocating in accordance with the other core policies both brownfield and greenfield land that supports cultural, historic and archaeological assets and their settings should be protected. Nevertheless, the impact of the policy on this SA objective is considered uncertain.</p> <p><b>It is however recommended that the policy clarify the situation regarding the potential conflict and hierarchy between brownfield or infill land that supports historic assets and greenfield land that is not.</b></p>											Uncertain
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		<p>The policy will not directly affect housing provision as such impacts on this objective are considered neutral.</p>											Neutral
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		<p>There is a significant positive contribution towards this objective as the policy seeks to ensure that development makes the best use of existing transport infrastructure and capacity and for development locations to comply with public transport accessibility criteria. The use of rail and water for large freight movements is encouraged. This would have a significant positive impact on this objective.</p>											Move towards significantly



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC5 Location of Development												
SA Objectives		Commentary										Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		There is a significant positive contribution towards this objective as the policy seeks to ensure that development makes the best use of existing transport infrastructure and capacity and for development locations to comply with public transport accessibility criteria. The use of rail and water for large freight movements is encouraged. This would have a significant positive impact on this objective.										Move towards significantly
11. Improve the quality of the built environment and make efficient use of land and buildings		There is a significant positive contribution towards this objective as the policy prioritises the use of previously developed land and buildings and more effective use of existing developed areas.										Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		As the policy promotes an accessibility orientated approach to identifying sites for development to ensure that development makes the best use of existing transport infrastructure and capacity and in particular complies with public transport accessibility criteria, it will make a significant positive contribution towards this objective.										Move towards significantly
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		By giving priority to previously development land and making more efficient use of existing developed areas will help to improve the quality of all neighbourhoods and make a minor positive contribution towards this objective.										Move towards marginally
14. Create good cultural, leisure and recreation activities available to all		If allocating in accordance with the other core policies both brownfield and greenfield land that supports leisure and recreation activities should be protected. Nevertheless, the impact of the policy on this SA objective is considered uncertain. <b>It is however recommended that the policy clarify the situation regarding the potential conflict and hierarchy between brownfield or infill land that supports existing leisure and recreation activities (e.g. sports pitches) and greenfield land that does not.</b>										Uncertain
15. Improve safety and security for people and property		The policy will not directly affect safety and security as such impacts on this objective are considered neutral.										Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		Regenerating existing places through the re-use of previously developed land and buildings will help to improve neighbourhoods in the District, which in turn will help provide conditions to improve health and well being and make a minor positive contribution towards this objective.										Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC5 Location of Development										
		Commentary										
		Scoring										
17. Promote education and training opportunities which build the skills and capacity of the population		The policy will not directly affect education provision as such impacts on this objective are considered neutral.										
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy will not directly affect economic development as such impacts on this objective are considered neutral.										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy will not directly affect economic development as such impacts on this objective are considered neutral.										
<b>Summary:</b>		This policy prioritises the use of PDL and buildings and the more effective use of existing developed areas and therefore contributes positively towards SA objective 11 relating to land use.  The policy promotes an accessibility orientated approach to identifying sites for development to ensure that development makes the best use of existing transport infrastructure and capacity, takes account of capacity constraints, complies with public transport accessibility criteria, maximises accessibility by walking and cycling, and maximises use of rail and water freight. The policy therefore contributes significantly to SA objectives 9 and 10 relating transport and SA objective 12 relating to access.										
<b>Mitigation:</b>		It is recommendation that the policy seeks to clarify the potential conflict and hierarchy between brownfield land or infill land that is either within the floodplain, of high value biodiversity, supporting historic assets, or supporting existing leisure and recreation activities and greenfield land that is not.  The policy does not mention wildlife or habitats with regards to selecting sites for development. It is therefore recommended that for the locations of development consideration is given to wildlife and habitats.  In terms of consistency of policy wording, it is recommended that the policy wording of the last paragraph under the Principal Towns sections is amended to read: " <b>Planning decisions as well as</b> plans, strategies, investment decisions and programmes should: ...".										

## Strategic Core Policy 6 (SC6) Green Infrastructure

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy SC6 Green Infrastructure</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy												Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered												Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects												Move towards marginally
4. Safeguard and improve air, water and soil resources												Move towards significantly
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats												Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes												Move towards significantly
7. Protect and enhance historic assets and their settings												Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC6 Green Infrastructure												
SA Objectives		Commentary										Scoring
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		The policy will not directly affect housing provision as such impacts on this objective are considered neutral.										Neutral
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The policy will not directly affect transport infrastructure as such impacts on this objective are considered neutral.										Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		One of the sub-regional drivers for the maintenance, enhancement and extension of Green Infrastructure is encouraging sustainable transport. The maintenance, enhancement and extension of Green Infrastructure will have an inherently positive impact on improving opportunities for walking and cycling and so have a positive impact on this objective.										Move towards marginally
11. Improve the quality of the built environment and make efficient use of land and buildings		The maintenance, enhancement and extension of Green Infrastructure will help to improve the quality of the built environment and public realm and as such will make a significant positive contribution towards this objective.										Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		The policy will not directly affect service provision as such impacts on this objective are considered neutral.										Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The quality of all neighbourhoods will be improved by the maintenance, enhancement and extension of Green Infrastructure and therefore the policy will have a positive contribution towards this objective.										Move towards marginally
14. Create good cultural, leisure and recreation activities available to all		Green infrastructure can be a key part of the leisure and recreation activities that are available to the population. Since this will encourage healthy living there will be a significant positive contribution towards this objective.										Move towards significantly
15. Improve safety and security for people and property		The policy will not directly affect safety and security as such impacts on this objective are considered neutral, although maintenance of the flood alleviation benefits of the river corridors will help to provide security for those living in the floodplain.										Neutral

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy SC6 Green Infrastructure</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care												Move towards marginally
17. Promote education and training opportunities which build the skills and capacity of the population												Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce												Move towards marginally
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area												Move towards marginally
<b>Summary:</b>												
Policy SC6 seeks to protect and enhance green infrastructure provision for environmental, social and economic benefits and therefore contributes significantly positively towards several of the SA objectives, particularly SA objectives 4 relating to air, water and soil resources, SA objective 5 relating to biodiversity, SA objective 6 relating to landscape, SA objective 11 relating to land use, and SA objective 14 relating to leisure and recreation.												
<b>Mitigation:</b>												
None.												

## Strategic Core Policy 7 (SC7) Green Belt

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC7 Green Belt										
		Commentary										
		Scoring										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy will not directly affect energy and resource efficiency as such impacts on this objective are considered neutral.										
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		The policy will not directly affect waste growth as such impacts on this objective are considered neutral.										
3. Reduce the district's impact on climate change and vulnerability to its effects		Green Belt land could include floodplain and woodland, but if in accordance with the other strategic core policies these environmental resources will be protected, and greenfield land will be used as a last priority for development. The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions. As such, the overall impacts on this objective are considered uncertain.										
4. Safeguard and improve air, water and soil resources		Green Belt land could include floodplain and woodland, but if in accordance with the other strategic core policies these environmental resources will be protected, and greenfield land will be used as a last priority for development. However, the policy will still result in the loss of greenfield/agricultural land. The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss of green field/agricultural land and help to safeguard air, water and soil resources. As such, the overall impacts on this objective are considered uncertain.										



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC7 Green Belt												
SA Objectives		Commentary										
		Scoring										
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	Green Belt land could support habitats and support species of value but if in accordance with the other strategic core policies these biodiversity resources will be protected, and greenfield land will be used as a last priority for development, although brownfield land could be equally as valuable as a biodiversity resource. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss of green field/agricultural land and help to protect wildlife species and habitats. As such, the overall impacts on this objective are considered uncertain											Uncertain
6. Maintain and enhance the character of natural and man made landscapes	Although it is unavoidable due to the requirement for Green Belt releases to allow for new housing and employment development, because the policy sets out the need for localised reviews of the Green Belt to allow for development the policy scores negatively against this objective. However, it would depend upon the nature of the releases, their character and setting as to whether the effects would be significant. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss to development.											Move away marginally
7. Protect and enhance historic assets and their settings	Loss of Green Belt land could have an effect upon cultural, historic and archaeological assets and their settings but if in accordance with the other strategic core policies these heritage resources will be protected and greenfield land will be used as a last priority for development, although the redevelopment of brownfield land could equally impact on historic assets. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss of green field land and help to protect historic assets. As such, the overall impacts on this objective are considered uncertain.											Uncertain
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	The selective Green Belt reviews will be necessary to allow the proposed housing growth to be delivered in sustainable locations to meet local needs. As such, the policy contributes positively towards this objective.											Move towards marginally
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. However, the policy will not directly affect transport choice or the transport network as such impacts on this objective are considered to be neutral.											Neutral



KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC7 Green Belt												
SA Objectives		Commentary										Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. As such, this policy contributes positively towards this objective.										Move towards marginally	
11. Improve the quality of the built environment and make efficient use of land and buildings	The policy sets out the valuable role of the Green Belt in supporting urban renaissance and transformation. If in accordance with the other strategic core policies environmental resources will be protected and greenfield land will be used as a last priority for development. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss of green field land. Notwithstanding the above positive impacts the policy does allow for greenbelt releases, albeit on a selective basis, which would have negative impacts.										Move towards marginally	
12. Improve the quality and range of services available within communities and connections to wider networks	The localised Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. However, the policy will not directly affect access to services or transport connections as such impacts on this objective are considered to be neutral.										Move away marginally	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. However, the policy will not directly affect access to services or transport connections as such impacts on this objective are considered to be neutral.										Neutral	
14. Create good cultural, leisure and recreation activities available to all	Green Belt land could include land used for recreation, but if in accordance with the other strategic core policies recreational opportunities will be maintained and greenfield land will be used as a last priority for development. The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to provide better access to leisure activities. The remainder of the Green Belt will be protected for at least 15 years from adoption; this will help to prevent further loss of greenfield land that could be used for recreation. As such, the overall impacts on this objective are considered to be uncertain.										Neutral	
											Uncertain	

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC7 Green Belt												
SA Objectives		Commentary										Scoring
15. Improve safety and security for people and property		Selective Green Belt reviews will be necessary to allow the proposed housing and job growth to be delivered. However, the policy itself will not directly increase safety and security as such impacts on this objective are considered to be neutral.										Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. However, the policy itself will not directly increase health and well-being as such impacts on this objective are considered to be neutral.										Neutral
17. Promote education and training opportunities which build the skills and capacity of the population		The selective Green Belt reviews are required to deliver housing and employment opportunities in sustainable locations to help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport. However, the policy itself will not directly increase education and training opportunities as such impacts on this objective are considered to be neutral.										Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		Selective Green Belt reviews will be necessary to allow the proposed job growth to be delivered. This may indirectly increase job opportunities by providing the right conditions, including sites, premises and infrastructure to encourage sustainable investment and enterprise in sustainable locations. As such, the policy is considered to contribute positively towards this objective.										Move towards marginally.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		Selective Green Belt reviews will be necessary to allow the proposed job growth to be delivered; enabling release of Green Belt may help to provide the right conditions, including sites, premises and infrastructure to encourage sustainable investment and enterprise. As such, the policy is considered to contribute positively towards this objective.										Move towards marginally.
<b>Summary:</b>												
Although unavoidable due to the requirement for green belt releases to allow for new development, as the policy sets out the need for localised reviews of the green belt to allow for development this policy scores negatively against SA objective 6 relating to landscape. Nevertheless, it is considered that the policy contributes positively to a number of SA objectives, including SA objective 8 relating to housing, SA objective 10 relating to need to travel, SA objective 11 relating to use of land, SA objective 18 relating to employment, and SA objective 19 relating to investment and enterprise.												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>		<b>Policy SC7 Green Belt</b>										
		<b>Commentary</b>										
<b>Mitigation:</b> None.												
		<b>Scoring</b>										

## Strategic Core Policy 8 (SC8) Protecting the South Pennine Moors and Their Zone of Influence

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy SC8 Protecting the South Pennine Moors and Their Zone of Influence</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	No effects are anticipated.											
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	No effects are anticipated.											
3. Reduce the district's impact on climate change and vulnerability to its effects	The policy will not permit development where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, on the South Pennine Moors SPA and SAC; and accordingly identifies a number of zones in which the level of development permitted is restricted. However, it is considered that the policy will not directly affect climate change and impacts on this objective are considered to be neutral.											
4. Safeguard and improve air, water and soil resources	The policy will not permit development where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, on the South Pennine Moors SPA and SAC; and accordingly identifies a number of zones in which the level of development permitted is restricted. Although a precautionary approach will be taken to the review and identification of potential greenfield sites for development in Zones Bi and Bii, the potential loss of greenfield land as a result of the policy would see a move away from this SA objective. Overall the impacts on this objective are considered to be uncertain.											
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	The policy is specifically aimed at avoiding any potential adverse impacts on the South Pennine Moors SPA and SAC and has been developed specifically to address concerns of Natural England and Local Groups with regards to impacts of the plan on this designated site. As such the policy would significantly contribute towards this objective. However, this needs to be offset against the fact that the policy allows for the potential release of some greenfield land in the identified zones of influence.  Notwithstanding that there could potentially be a release of some Greenfield land it is considered that overall aims of the policy will have significant positive impacts on this objective.											
											Neutral	
											Neutral	
											Neutral	
											Uncertain	
											Move towards significantly	

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC8 Protecting the South Pennine Moors and Their Zone of Influence												
SA Objectives		Commentary										
		Scoring										
6. Maintain and enhance the character of natural and man made landscapes		The policy is specifically aimed at minimising the potential impacts on the South Pennine Moors SPA and SAC and as such would significantly contribute towards this objective, since it will help to maintain the character of the landscape within the South Pennine Moors SPA and SAC. Nevertheless, this needs to be offset against the fact that the policy allows for the potential release of some greenfield land in the identified zones of influence and as such, it is considered that overall this policy would make a minor positive towards this objective.										
7. Protect and enhance historic assets and their settings		No effects are anticipated.										
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		Although the aim of the policy is to prevent any development that would have either a direct or indirect adverse effect on the integrity of the South Pennine Moors SPA and SAC and its identified zones of influence, there is a recognition that greenfield land will need to be released to allow the proposed housing growth to be delivered in sustainable locations. As such, it is considered that impact of the policy on this objective is unknown. This relates to uncertainty over where sites could come forward and as such the scale of development that could occur on these sites.										
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated.										
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No effects are anticipated.										
11. Improve the quality of the built environment and make efficient use of land and buildings		No effects are anticipated.										
12. Improve the quality and range of services available within communities and connections to wider networks		No effects are anticipated.										



<b>KEY</b>	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>	<b>Policy SC8 Protecting the South Pennine Moors and Their Zone of Influence</b>
<b>Commentary</b>	
<p><b>Summary:</b>  This policy is specifically aimed at minimising any potential direct or indirect effects on the South Pennine Moors SPA and SAC and consequently contributes significantly positively to SA objective 5. Nevertheless, this needs to be offset against the fact that the policy allows for the potential release of some Greenfield land in the identified zones of influence albeit subject to conditions and thereby contributes positively to SA objectives 6 and 14 in relation to landscape and leisure and recreation.</p>	
<p><b>Mitigation:</b>  None.</p>	
<b>Scoring</b>	



## Strategic Core Policy 9 (SC9) Making Great Places

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy SC9 Making Great Places									
		Commentary									
		Scoring									
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	The policy will not directly affect energy and resource efficiency as such impacts on this objective are considered to be neutral.	Neutral									
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	The policy will not directly affect waste growth as such impacts on this objective are considered to be neutral.	Neutral									
3. Reduce the district's impact on climate change and vulnerability to its effects	The policy will not directly affect climate change and as such impacts on this objective are considered to be neutral.	Neutral									
4. Safeguard and improve air, water and soil resources	By seeking to respond to and take advantage of the District' distinctive features including its topography, river corridors and waterways, and green networks and landscape features, it is considered that the policy is likely to contribute positively to this objective, albeit not always directly.	Move towards marginally									
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	The policy does not specifically refer to conserving and enhancing biodiversity but does seek to respond to and take advantage of the District's distinctive features including its topography, river corridors and waterways, and green networks and landscape features. As such, the impacts of this policy on the objective are unknown and therefore considered to be neutral.	Neutral									
6. Maintain and enhance the character of natural and man made landscapes	In seeking to create high quality places and attractive, cohesive and sustainable settlements, the policy aims to be place specific and to respond to local character in terms of townscape, landscape and culture. Furthermore, the policy seeks to respond to and take advantage of the District' distinctive features including its topography, river corridors and waterways, green networks and landscape features, development patterns, and built heritage. As such, it is considered that the policy will contribute significantly to this objective.	Move towards significantly									
7. Protect and enhance historic assets and their settings	The policy does not specifically refer to protecting and enhancing historic assets and their settings but does seek to respond to and take advantage of the District's distinctive features including its topography, river corridors and waterways, green networks and landscape features, development patterns and built heritage. As such, the impacts of this policy on the objective are unknown and therefore considered to be neutral.	Neutral									

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC9 Making Great Places													
SA Objectives												Scoring	
Commentary													
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	In seeking to create high quality places and attractive, cohesive and sustainable settlements, the policy aims to be place specific and to respond to local character in terms of townscape, landscape and culture. As well as seeking opportunities to improve places (e.g. through regeneration), the policy also seek to work with local communities to develop shared visions for the future of their areas whilst ensuring the longevity and adaptability to stand the test of time. As such, it is considered that the policy will contribute significantly to this objective.												Move towards significantly
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	Although the policy does not specifically address developing or maintaining an integrated and efficient transport network, it does seek to create a strong sense of place which is defined by well connected network of attractive routes and spaces that are safe and easy to move around for all members of the community. As such, it is considered that this policy will contribute positively to this objective.												Move towards marginally
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	The policy will not directly affect transport choice and reducing the need to travel and as such impacts on this objective are considered to be neutral.												Neutral
11. Improve the quality of the built environment and make efficient use of land and buildings	In seeking to create high quality places and attractive, cohesive and sustainable settlements, the policy aims to be place specific and to respond to local character in terms of townscape, landscape and culture. Furthermore, the policy seeks to respond to and take advantage of the District' distinctive features including its development patterns and built heritage, whilst taking opportunities to improve places. In addition, the policy seeks to create a strong sense of place with a built form that provides variety and interest. As such, it is considered that the policy will contribute significantly to this objective.												Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks	In seeking to create high quality places and attractive, cohesive and sustainable settlements, the policy aims to work with local communities to develop shared visions for the future of their areas whilst ensuring the longevity and adaptability to stand the test of time as well as creating a strong sense of place which is defined by well connected network of attractive routes and spaces that are safe and easy to move around for all members of the community. As such, it is considered that the policy will contribute positively to this objective.												Move towards marginally
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	Although the policy does not specifically address social cohesion, it does seek to create a strong sense of place which is defined by well connected network of attractive routes and spaces that are safe and easy to move around for all members of the community. As such, it is considered that this policy will contribute positively to this objective, albeit indirectly.												Move towards marginally

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy SC9 Making Great Places													
SA Objectives												Scoring	
Commentary													
14. Create good cultural, leisure and recreation activities available to all	The policy will not directly affect recreation and leisure; as such impacts on this objective are considered to be neutral.												Neutral
15. Improve safety and security for people and property	The policy seeks to create a strong sense of place which is defined by well connected network of attractive routes and spaces that are safe and easy to move around for all members of the community. As such, it is considered that this policy will contribute positively to this objective whether directly or indirectly.												Move towards marginally
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	Although it is considered that the policy will not directly affect health and well-being, it is considered the policy could contribute positively indirectly. As such, impacts on this objective are considered to be neutral.												Neutral
17. Promote education and training opportunities which build the skills and capacity of the population	The policy will not directly promote education and training; as such impacts on this objective are considered to be neutral.												Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	Although it is considered that the policy will not directly affect employment opportunities, it may contribute positively indirectly. Nevertheless, it is considered that the impacts on this objective are neutral.												Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	The aim of the policy is for planning decisions, plans, development proposals and investment decisions to contribute to creating high quality places and attractive, cohesive and sustainable settlements and sets out a number of criteria for achieving this. The policy seeks to be place specific, create a strong sense of place and to respond to local character and distinctive features, whilst working with communities to develop a shared vision for the future of their areas. As such, it is considered that this policy will contribute positively to this objective.												Move towards marginally
<b>Summary:</b>													
Policy SC9 is specifically aimed at creating high quality places and attractive, cohesive and sustainable settlements and as such contributes significantly towards SA objective 6 (landscape), 8 (housing) and 11 (built environment), whilst also positively contributing to a number of other objectives, directly or indirectly, including: safeguarding resources (4), transport network (9), access to services (12), safety and security (15), and investment and enterprise (19).													

<b>KEY</b>	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>		<b>Policy SC9 Making Great Places</b>										
		<b>Commentary</b>										
<b>Mitigation:</b>		<b>Scoring</b>										
Appropriate background and justification supporting text needs to be prepared and inserted to support this policy and provide a context for it.												

## Policy BD1 City of Bradford including Shipley and Lower Baildon Sub Area

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area	
		Commentary	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		<p>Policy seeks to use the opportunities provided by increased development to maximise renewable energy generation and energy efficiency, including neighbourhood CHP that will make a significant positive contribution towards this objective.</p> <p>However, the opportunities for renewable energy in the Sub Regional City area may be limited due to its developed nature and so overall impacts upon this objective are marginal.</p>	Move towards marginally
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		<p>The new housing and employment land proposed in this policy will result in significant new development and as a result will generate waste. There is no specific mention of waste or measures to minimise waste generation although it would be in accordance with policy WM1 elsewhere in the Core Strategy. However, new housing development in the Sub Regional City should be able to access existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible. On this basis there would be a minor positive impact on this objective.</p> <p><b>Reference could be made under Environment section of the policy to promote waste minimisation and encouraging recycling within the City of Bradford in order to increase the sustainability of this policy option.</b></p>	Move towards marginally

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
3. Reduce the district's impact on climate change and vulnerability to its effects		<p>The policy seeks to use the opportunities provided by increased development to maximise renewable energy generation and energy efficiency, including neighbourhood CHP that will make a significant positive contribution towards this objective.</p> <p>Travel by car may increase greenhouse gas emissions however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective as it may help reduce car travel. The aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel through reduced vehicle emissions:</p> <ul style="list-style-type: none"> <li>• New housing and employment in Bradford city centre is likely to be well located in relation to public transport, the cycle network and services / facilities and employment.</li> <li>• New housing in NE, NW, SW and SE Bradford may be able to access existing public transport services (some rail stations and / or high frequency bus route), the cycle network, and local services / facilities and employment.</li> <li>• A high quality commercial and research development led technology park at the Yorkshire Water Treatment Works at Apperley Bridge complemented by a new railway station at Apperley Bridge.</li> </ul>										Move towards marginally

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area**

Commentary	Scoring
<p>Development in the following locations contributes uncertainly towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy (see Objective 9) to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions:</p> <ul style="list-style-type: none"> <li>• New housing in Shipley may be able to access existing public transport services (rail and high frequency bus), the cycle network, local services / facilities and employment. However, a high frequency bus route does not serve lower Baildon and the railway line and road network in this location restrict access to the centres of Shipley and Baildon.</li> <li>• New housing in the Canal Road Corridor may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, there are limited services / facilities along the Canal Road Corridor. Residents may therefore travel by car to access services elsewhere. The A6037 may also act as a barrier to access, resulting in car use.</li> <li>• New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality including new employment in the Leeds-Bradford corridor. Notwithstanding this, there are limited services / facilities within walking distance of the fringe of Holme Wood. Residents may therefore travel by car to access services / facilities elsewhere.</li> <li>• New employment development in the Leeds-Bradford corridor may be accessible using existing bus services. Notwithstanding this, there are currently limited residential areas and other services/facilities within walking distance of the Leeds-Bradford corridor. Employees may therefore be more likely to travel by car.</li> <li>• New employment development in south Bradford (M606) may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, employees may choose to access employment in this area by car.</li> </ul>	<p>Uncertain</p>



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
4. Safeguard and improve air, water and soil resources	<p>Travel by car may increase emissions to air however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective as it may help reduce car travel. The aspects mentioned should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling, and thus could help to reduce the effect of car travel upon local air quality:</p> <ul style="list-style-type: none"> <li>New housing in Bradford city centre would be well located in relation to public transport, services / facilities and employment. Notwithstanding this, it is noted that the Shipley Airedale Road AQMA is just outside of the city centre although the policy could contribute to improvements in air quality in the AQMA. The potential effect of new housing upon traffic levels should be taken into consideration.</li> <li>New housing in NE, NW, SW and SE Bradford may be able to access existing public transport services (some rail stations and / or high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, it is noted that air quality at Manningham Lane/Queens Road in north Bradford and Manchester Road/Mayo Avenue is poor although the policy could contribute to improvements in air quality in the AQMA. The potential effect of new housing upon traffic levels should be taken into consideration.</li> </ul>	Move towards significantly										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
		<p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling, and thus could help to reduce the effect of car travel upon local air quality.</p> <ul style="list-style-type: none"> <li>New housing in Shipley and may be able to access existing public transport services (rail and high frequency bus), the cycle network, services / facilities and employment. However, a high frequency bus route does not serve lower Baildon and the railway line and road network in this location restrict access to the centres of Shipley and Baildon.</li> <li>New housing in the Canal Road Corridor may be able to access existing public transport (bus and rail) and the local cycle network, services / facilities and employment. Notwithstanding this, there are a limited number of services / facilities along the Canal Road Corridor. Residents may therefore travel by car to access services elsewhere. The A6037 may also act as a barrier to access, resulting car use.</li> <li>New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality including new employment in the Leeds-Bradford corridor. However, there are limited services / facilities within walking distance of the fringe of Holme Wood. Residents may therefore travel by car to access services / facilities elsewhere.</li> <li>New employment development in the Leeds-Bradford corridor may be accessible using existing bus services. Notwithstanding this, there are currently limited residential areas and other services/facilities within walking distance of the Leeds-Bradford corridor. Employees may therefore be more likely to travel by car.</li> <li>New employment development in south Bradford (M606) may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, employees may choose to access employment in this area by car.</li> </ul>										Uncertain
		<p>The following new road-based transport projects are proposed whose development could have an impact on air quality primarily due to an increase in traffic flows, although they could equally help improve air quality by diverting traffic away from current congestion. It is recommended that in promoting these, the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following air quality aspects:</p>										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>												
<b>Commentary</b>												
<ul style="list-style-type: none"> <li>• East Bradford Link Road, the road junction at Manchester Road and Mayo Avenue is an AQMA.</li> <li>• Shipley Eastern Link Road, the Shipley Airedale Road AQMA is just outside of the city centre.</li> </ul> <p><b>Under the Environment section the is no mention of water resources or flood risk, despite the River Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</b></p> <p>Overall, given no such objective the pattern of development is considered to have a negative effect:</p> <ul style="list-style-type: none"> <li>• The majority of NW and SW Bradford are not located within the floodplain. Notwithstanding this, there is the potential for new housing development to impact upon local water quality.</li> <li>• The majority of the Leeds-Bradford corridor area is not located within the floodplain. Notwithstanding this, there is the potential for new employment development to impact upon local water quality.</li> <li>• The Holme Wood area is not located within the floodplain. Notwithstanding this, as an urban extension there is greater potential for new housing development to impact upon local water quality. There are several watercourses in this area (e.g. such as Kit Wood Beck).</li> <li>• There is the potential for new housing in Bradford city centre to have an effect upon water quality and flood risk. Parts of the city centre lie within Flood Zones 2 and 3.</li> <li>• There is the potential for new housing in Shipley to have an effect upon flood risk. Parts of the land south of Otley Road lie within Flood Zones 2 and 3 associated with the River Aire, including part of the Green Belt. The Leeds and Liverpool Canal also runs through this area.</li> <li>• There is the potential for new housing in the Canal Road Corridor to have an effect upon water quality and flood risk. Parts of the Canal Road Corridor lie within Flood Zones 2 and 3, including open space and existing industrial land adjacent to the A6037.</li> <li>• There is the potential for new housing in parts of NE Bradford to have an effect upon flood risk. Parts of NE Bradford lie within Flood Zones 2 and 3 associated with the River Aire, including part of the Green Belt. The Leeds and Liverpool Canal also runs through this area.</li> <li>• There is the potential for new employment development in south Bradford by Junction 26 of the M606 to have an effect upon water quality and flood risk. A strip of land within this area associated with Hunsworth Beck is designated Flood Zone 2 and 3. There are also other local watercourses in the area (e.g. Sugden Beck and Stubs Beck).</li> </ul>												
<b>Scoring</b>												
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<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>The following new transport projects are proposed whose development could have an impact on water quality or flood risk. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following water-related aspects:</p> <ul style="list-style-type: none"> <li>• Light Rail Link Interchange to Bradford Forster Square.</li> <li>• Low Moor Rail Station.</li> <li>• Apperley Bridge Rail Station, this may impact on the Green Belt, be at risk of flooding and result in loss of the floodplain increasing flood risk elsewhere in the catchment depending on the nature of the final proposal.</li> <li>• South East Bradford Link Road and the Connecting Airedale Transport Improvement Project including Canal Road Corridor Improvements and the Shipley Eastern Link Road to ensure the viability and delivery of housing and economic growth in the City of Bradford', this may impact on open space and Green Belt depending on the nature of the final proposal.</li> <li>• Shipley Eastern Link Road, this may impact on open space depending on the nature of the final proposal, a crossing of the River Aire will definitely be required with associated impact on hydrology and flood risk.</li> </ul> <p>Whilst Strategic Core Policy SC5 seeks to prioritise the use of PDL (provided that it is not of high environmental value) , which would have positive impacts upon this objective, the loss of greenfield land/agricultural land in the following locations which will be required to deliver the number of houses proposed will have minor negative impacts:</p> <ul style="list-style-type: none"> <li>• New housing development in Bradford city centre is most likely to be on previously developed land.</li> <li>• New housing development in the Canal Road Corridor is unlikely to result in the loss of good quality agricultural land. Land at Bolton Woods is classified as Grade 3 (good to moderate) agricultural land, but a large part of this area comprises Bolton Woods Quarry and as a Bradford Wildlife Area should be protected from development.</li> <li>• New housing development in Shipley is unlikely to result in the loss of good quality agricultural land. There is limited land in agricultural use and land is graded as Grade 4 (poor). However, new development in lower Baildon to the south of Otley Road may result in the loss of good quality agricultural land. Part of the Green Belt to the south of Otley Road is classified as Grade 3 (good to moderate) agricultural land.</li> <li>• New housing development in NW and SW Bradford may result in the loss of greenfield land/agricultural land, all of the Green Belt to the west of Bradford is classified as Grade 4 (poor) land</li> </ul>										Move away marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area**

Commentary	Scoring
<p>but there are areas of Grade 3 (good to moderate land) to the NNW and SSW including around the M606.</p> <ul style="list-style-type: none"> <li>New housing development in NE and SE Bradford may result in the loss of good quality agricultural land; all of the Green Belt to the east of Bradford is classified as Grade 3 (good to moderate) land.</li> <li>New development in Holme Wood may result in the loss of good quality agricultural land. All of the Green Belt to the east of Holme Wood is classified as Grade 3 (good to moderate) land.</li> <li>New development in the Leeds-Bradford corridor may result in the loss of good quality agricultural land. All of the Green Belt to the east of Bradford is classified as Grade 3 (good to moderate) land.</li> <li>The development of new employment in south Bradford by Junction 26 of the M606 may result in the loss of good quality agricultural land. The majority of agricultural land in this area is classified as Grade 3 (good to moderate) land.</li> </ul> <p><b>The following new transport projects are proposed whose development could have an impact on soil resources due to the loss of greenfield/agricultural land. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following land use aspects:</b></p> <ul style="list-style-type: none"> <li>Light Rail Link Interchange to Bradford Forster Square.</li> <li>Low Moor Rail Station.</li> <li>Apperley Bridge Rail Station, this may impact on Green Belt depending on the nature of the final proposal.</li> <li>South East Bradford Link Road and the Connecting Airedale Transport Improvement Project including Canal Road Corridor Improvements and the Shipley Eastern Link Road to ensure the viability and delivery of housing and economic growth in the City of Bradford', this may impact on open space and/or Green Belt depending on the nature of the final proposal.</li> <li>Shipley Eastern Link Road, this may impact on open space depending on the nature of the final proposal.</li> </ul>	

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<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	<p>There is the potential for new housing development in Shipley to have an effect upon biodiversity. Development in this area would involve the use of greenfield land, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. Large parts of land south of Otley Road are designated as Bradford Wildlife Areas, ancient woodland and Green Belt. Shipley is around 6.5km from the South Pennine Moors SPA, SAC and SSSI. New development in Shipley should therefore avoid any adverse impacts.</p> <p>There is the potential for new housing development in the Canal Road Corridor to have an effect upon biodiversity. There are several Bradford Wildlife Areas along the Corridor and development of this area would involve the use of Green Belt. The Canal Road Corridor is over 10km from the South Pennine Moors SPA, SAC and SSSI and so new development in this area should not adversely impact upon this designated area. In particular, the Canal Road Corridor will be characterised by Bolton Woods Wildlife Area and a linear park and waterway linking the town centre of Shipley to Bradford City Centre.</p> <p>There is the potential for new development in NE, NW, SE and SW Bradford to have an effect upon biodiversity. There are several areas that are designated as Bradford Wildlife Areas or SEGIs and development of this area would involve the use of Green Belt. The greenfield land may be of biodiversity value. The nearest part of Bradford is around 8km east of the South Pennine Moors SPA, SAC and SSSI and so new development in this area should not adversely impact upon this designated area.</p> <p>There is the potential for new development in the Holme Wood area to have an effect upon biodiversity. There are several areas of woodland in greenfield land, a number of which comprise ancient woodland and are designated as Bradford Wildlife Areas or SEGIs. The greenfield land may also be of biodiversity value. The Holme Wood area is over 13km east of the South Pennine Moors SPA, SAC and SSSI and so new development in this area should not adversely impact upon this designated area.</p> <p>There is the potential for new development in the Leeds-Bradford corridor to have an effect upon biodiversity. There are several areas of woodland in greenfield land, a number of which comprise ancient woodland and are designated as Bradford Wildlife Areas or SEGIs. The greenfield land may also be of biodiversity value. The Leeds-Bradford corridor is over 13km east of the South Pennine Moors SPA, SAC and SSSI and so new development in this area should not adversely impact upon this designated area.</p> <p>There is the potential for the development of new employment in South Bradford by Junction 26 of the M606 to have an effect upon biodiversity. There are several areas of ancient woodland. The greenfield land may also be of biodiversity value.</p> <p>Overall, the policy seeks to conserve and enhance biodiversity. Improvements in the Green Infrastructure network within the urban area along the Shipley and Canal Road Corridor, Bradford City Centre and to the east and west along key public transport corridor (in particular Leeds-Bradford corridor and M606 Corridor) are proposed. The Canal Road Corridor will be characterised by Bolton Woods Wildlife Area and a linear park and waterway linking the town centre of Shipley to Bradford City Centre. The policy also seeks to enhance fragments of habitat, where species take refuge, and improve connectivity between such areas to encourage inter-action between people and wildlife.</p>	Move towards significantly.										



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<b>SA Objectives</b>												
<b>Commentary</b>												
<p>The following new transport projects are proposed whose development could have an impact on biodiversity in the City of Bradford. It is recommended that in promoting these the developmental policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following ecological aspects:</p> <ul style="list-style-type: none"> <li>• Light Rail Link Interchange to Forster Square.</li> <li>• Low Moor Rail Station.</li> <li>• Apperley Bridge Rail Station, this may impact on Green Belt and floodplain depending on the nature of the final proposal.</li> <li>• South East Bradford Link Road and the Connecting Airedale Transport Improvement Project including Canal Road Corridor Improvements and the Shipley Eastern Link Road to ensure the viability and delivery of housing and economic growth in the City of Bradford', this may impact on open space and/or Green Belt depending on the nature of the final proposal.</li> <li>• Shipley Eastern Link Road, this may affect open space and a Bradford Wildlife Area depending on the nature of the final proposal a crossing of the River Aire will definitely be required with associated impact on the ecology.</li> </ul>												
<p>6. Maintain and enhance the character of natural and man made landscapes</p>												
<p>The policy proposes the city centre will be characterised by an abundance of high quality public realm including the City Park and linear parkways providing a unique setting for development.</p> <p>The Canal Road Corridor will be characterised by innovative and contemporary architecture. Depending on design, there is the potential for architecture to impact on the setting of historic assets; there is a need to ensure sensitive design, particularly given the proximity of the Saltaire World Heritage Site. The design policies in the Core Strategy will help to ensure that new developments do not adversely impact upon the historic environment.</p> <p>Overall, the policy seeks to protect and enhance landscape character in the City of Bradford resulting in a positive contribution but this does not mitigate the loss of Green Belt. The Green Belt contributes positively to the landscape character of the area. It also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on open space, greenfield and Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents:</p> <ul style="list-style-type: none"> <li>• The majority of new housing development in the city centre would be on previously developed land.</li> <li>• The development of new employment in south Bradford by Junction 26 of the M606 could impact</li> </ul>												
<b>Scoring</b>												
Move away marginally												



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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
		<p>upon the visual amenity and sense of place of neighbouring residents of Oakenshaw.</p> <ul style="list-style-type: none"> <li>Development in the Shipley area is likely to result in the loss of Green Belt, if the majority of the Green Belt is developed, the effect could be significant, as the development of this land would result in the urban area of Shipley merging further with Baildon, Cottingley and Bingley.</li> <li>Development in NE, NW, SW and SE Bradford is likely to result in the loss of Green Belt, if the majority of the Green Belt is developed, the effect could be significant, as the development of this land would result in the urban area of Bradford merging with Cottingley, Thornton, Queensbury and Leeds.</li> <li>New development in the Leeds-Bradford corridor would result in the loss of Green Belt, if the majority of the Green Belt were developed; the effect could be significant, as the development of this land would result in the urban area of Bradford merging with Leeds. However, the policy does seek to enhance the role of the green belt between Bradford and Leeds as a high quality Country Park for active recreational leisure for residents of both districts, which will help to avoid these two urban areas merging.</li> <li>Development in the Canal Road Corridor area is likely to result in the loss of open space and greenspace, a large part of which contributes positively to the landscape character of the area. However, the policy states that the Canal Road Corridor will be characterised by Bolton Woods Wildlife Area and a linear park and waterway linking the town centre of Shipley to Bradford City Centre. The green infrastructure network within the urban area along the Shipley &amp; Canal Road corridor will be improved and enhanced.</li> <li>New development in Holme Wood would result in the loss of Green Belt.</li> </ul> <p><b>The following new transport projects are proposed whose development could have an impact on landscape in the City of Bradford. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following landscape aspects:</b></p> <ul style="list-style-type: none"> <li>Light Rail Link Interchange to Forster Square, this may impact on the built townscape depending on the nature of the final proposal.</li> <li>Low Moor Rail Station.</li> <li>Apperley Bridge Rail Station, this may impact on Green Belt depending on the nature of the final proposal.</li> <li>South East Bradford Link Road and the Connecting Airedale Transport Improvement Project</li> </ul>										

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<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>							<b>Scoring</b>	
		<b>Commentary</b>								
		<p>including Canal Road Corridor Improvements and the Shipley Eastern Link Road to ensure the viability and delivery of housing and economic growth in the City of Bradford', this may impact on open space and/or Green Belt and the built townscape depending on the nature of the final proposal.</p> <ul style="list-style-type: none"> <li>• Shipley Eastern Link Road, this may impact on open space and the built townscape depending on the nature of the final proposal.</li> </ul>								
	7. Protect and enhance historic assets and their settings	<p>There is the potential for new housing development in Bradford city centre to have an effect upon cultural, historic and archaeological assets and their settings. There are over 100 Listed Buildings and four Conservation Areas within the city centre. In particular, the policy proposes the city centre will be characterised by an abundance of high quality public realm including the City Park and linear parkways providing a unique setting for development. The potential for unknown archaeology should also be taken into consideration.</p> <p>There is the potential for new housing development in Shipley to have an effect upon cultural, historic and archaeological assets and their settings in Shipley, particularly the Saltire World Heritage Site and Conservation Area its associated Listed Buildings. The potential for unknown archaeology should also be taken into consideration.</p> <p>There is the potential for new housing development in the Canal Road Corridor to have an effect upon the Saltire World Heritage Site at Shipley (e.g. effects upon the setting of Saltire from increased traffic etc) and Listed Buildings in the Canal Road Corridor. The policy states the Canal Road Corridor will be characterised by innovative and contemporary architecture. Depending on design, there is the potential for architecture to impact on the setting of historic assets; there is a need to ensure sensitive design, particularly given the proximity of the Saltire World Heritage Site. The potential for unknown archaeology should also be taken into consideration.</p> <p>There is the potential for new housing development in NE, NW, SW and SE Bradford to have an effect upon cultural, historic and archaeological assets and their settings. There are four Conservation Areas in NE Bradford, six in NW Bradford, four in SW Bradford and two in SE Bradford. In NE Bradford, there is also the potential for new housing to indirectly impact upon the Saltire World Heritage Site. The potential for unknown archaeology to be present in all areas should also be taken into consideration.</p> <p>There is the potential for the development of new housing on Green Belt to the east of Holme Wood to have an effect upon the character and setting of Tong Conservation Area and upon Listed Buildings in the Green Belt and the locality. The potential for unknown archaeology should also be taken into consideration.</p> <p>There is the potential for the development of new employment on Green Belt in the Leeds-Bradford Corridor to have an effect upon the character and setting of Tong Conservation Area and upon Listed Buildings in the Green Belt and the locality. The potential for unknown archaeology should also be taken into consideration.</p>								Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

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		Commentary										Scoring
		<p>There is the potential for the development of employment at Esholt to have an effect upon the character and setting of the Esholt and Leeds and Liverpool Canal Conservation Areas and upon Listed Buildings in the Esholt area. The potential for unknown archaeology should also be taken into consideration.</p> <p>There are few known historic assets within the land south of Oakenshaw by Junction 26 of the M606. Notwithstanding this, the potential effect of new employment development in this area upon the setting of Listed Buildings in the locality should be considered. The potential for unknown archaeology should also be taken into consideration.</p> <p>However, the policy seeks to conserve and enhance the designated and undesignated heritage assets, in particular those within Bradford City Centre and surrounding neighbourhoods; resulting in a significant positive effect. Leisure and tourism related development is encouraged in Saltaire including enhancements to the public realm, whilst respecting the “outstanding and universal” value of the UNESCO World Heritage Status of Saltaire for present and future generations. The policy states that the regeneration of the city centre of Bradford will be supported through effective management and enhancement of the historic environment, which will also help to have significant positive impacts upon this objective.</p> <p><b>The following new transport projects are proposed whose development could have an impact on heritage in the City of Bradford. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following heritage aspects:</b></p> <ul style="list-style-type: none"> <li>• Light Rail Link Interchange to Forster Square, this may impact on Listed Buildings and Conservation Areas depending on the nature of the final proposal.</li> <li>• Low Moor Rail Station.</li> <li>• Apperley Bridge Rail Station, this may impact on Green Belt depending on the nature of the final proposal.</li> <li>• South East Bradford Link Road and the Connecting Airedale Transport Improvement Project including Canal Road Corridor Improvements and the Shipley Eastern Link Road to ensure the viability and delivery of housing and economic growth in the City of Bradford, this may impact on open space, Green Belt, and residential areas depending on the nature of the final proposal.</li> <li>• Shipley Eastern Link Road, this may impact on open space, a Conservation Area and residential areas depending on the nature of the final proposal.</li> </ul>										Move towards significantly

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	<p>The development of new 28,650 new homes in the Sub Regional City should help to meet identified need in this area.</p> <p>Affordable housing requirements are set out in Policy HO11, with a requirement for up to 15% in inner Bradford, which help to ensure that there is affordable housing affordable housing in the City of Bradford.</p> <p>Housing growth areas are the City Centre (a good range of house types and tenures are required by the policy) and Canal Road Corridor, an urban extension is proposed at Holme Wood.</p> <p>Regeneration of the City Centre, Shipley, Manningham and Holme Wood is proposed, which will help to have significant positive impacts upon this objective.</p> <p>The policy states that new homes will be created in a number of ways including on new sites, redevelopment opportunities and reuse of existing buildings, which will further help to deliver the new homes needed by City of Bradford.</p>	Move towards significantly										
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	<p>Development in the following locations is considered to make a significant positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>New housing in Bradford city centre is likely to be well located in relation to the public transport network, enabling access for everyone.</li> <li>New housing in Shipley should be able to access existing public transport services (rail and high frequency bus services). Notwithstanding this, lower Baildon is not served by a high frequency bus route and the railway line and road network also restrict access to the centres of Shipley and Baildon.</li> <li>New housing in the Canal Road Corridor should be able to access existing public transport services (bus and rail). Notwithstanding this, the Canal Road (A6037) itself could act as a barrier to access.</li> <li>New housing in NE, NW, SW and SE Bradford should be able to access existing public transport services (high frequency bus).</li> </ul>	Move towards significantly										

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
		<p>Development in the following locations is considered to make a marginal positive contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a significant contribution towards this objective.</p> <ul style="list-style-type: none"> <li>New housing in Holme Wood may be able to access existing public transport services (bus). However, the frequency of the bus service in this area is unknown.</li> <li>New employment in the Leeds-Bradford corridor may be able to access existing public transport services (bus). However, the frequency of the bus service in this area is unknown.</li> <li>New employment development in south Bradford may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents are likely to access employment in this area by car.</li> </ul> <p>The following improvements to existing transport infrastructure are proposed:</p> <ul style="list-style-type: none"> <li>Improvements to Interchange and Bradford Forster Square.</li> <li>Improved public transport within City Centre and Shipley Town Centre.</li> <li>Improve inner and outer ring roads as well as key transport corridors.</li> <li>Implement stronger demand management in Bradford and in relation to the strategic road network.</li> <li>Improve public transport access between Leeds and Bradford.</li> <li>Improve surface access and public transport access to Leeds Bradford International Airport.</li> <li>Improve cycleways and PROW.</li> </ul> <p>These would increase accessibility and contribute positively to reducing congestion.</p>										Move towards marginally

KEY	--	-	+	++	0	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly	Neutral		

SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area					Scoring
		Commentary					
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		<p>The following new transport infrastructure could also contribute positively to reducing congestion but depending on the nature of the final proposals could score negatively against several of the environment objectives and the health and well-being objective due to the potential impact on the natural environment and quality of life if adequate consideration is not given to environmental impact. <b>It is recommended that in promoting the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following environmental aspects:</b></p> <ul style="list-style-type: none"> <li>• Light Rail Link Interchange to Bradford Forster Square, this may impact on Listed Buildings and Conservation Areas depending on the nature of the final proposal.</li> <li>• Low Moor Rail Station.</li> <li>• Enhancements to the Caldervale and Airedale lines.</li> <li>• Apperley Bridge Rail Station, this may impact on floodplain and Green Belt depending on the nature of the final proposal.</li> <li>• East Bradford Link Road, this may impact on an AQMA, open space, Green Belt, and residential areas depending on the nature of the final proposal.</li> </ul> <p>Shipley Eastern Link Road, this may impact on an AQMA, open space, a Bradford Wildlife Area, a Conservation Area and residential areas depending on the nature of the final proposal, a crossing of the River Aire will also be required</p>					Uncertain
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		<p>Development in the following locations is considered to make a marginal positive contribution towards this objective. The aspects mentioned reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling:</p> <ul style="list-style-type: none"> <li>• New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment.</li> <li>• New housing in NE, NW, SW and SE Bradford may be able to access existing public transport services (some rail stations and / or high frequency bus route) and employment sites in the locality.</li> </ul>					Move towards marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>Development in the following locations is considered to make an uncertain towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive effect. The aspects mentioned reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling:</p> <ul style="list-style-type: none"> <li>• New housing in Shipley may be able to access existing public transport services (high frequency bus and rail), the cycle network, local services / facilities and employment. However, a high frequency bus route does not serve lower Baildon and the railway line and road network in this location restrict access to the centres of Shipley and Baildon.</li> <li>• New housing in the Canal Road Corridor may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, there are limited services / facilities along the Canal Road Corridor. Residents may therefore travel by car to access services elsewhere. The A6037 may also act as a barrier to access, resulting in car use.</li> <li>• New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality including new employment in the Leeds-Bradford corridor. Notwithstanding this, there are limited services / facilities within walking distance of the fringe of Holme Wood. Residents may therefore travel by car to access services / facilities elsewhere.</li> <li>• New employment in the Leeds-Bradford corridor may be able to access existing bus services in the locality.</li> <li>• South Bradford is supported as the location for large-scale industry including storage and distribution to make best use of existing transport connections. New employment development in south Bradford may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents are likely to access employment in this area by car.</li> </ul>										Uncertain



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area												
SA Objectives												Scoring
Commentary												
<p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. However, in all cases there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p>The following new road-based transport projects are proposed whose development could have an impact on air pollution primarily due to an increase in traffic flows; although they could equally help improve air quality by diverting traffic away from current congestion. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following air quality aspects:</p> <ul style="list-style-type: none"> <li>• South East Bradford Link Road, the road junction at Manchester Road and Mayo Avenue is an AQMA.</li> <li>• Shipley Eastern Link Road, the Shipley Airedale Road AQMA is just outside of the city centre.</li> </ul>												Move towards marginally
<p>Overall, the policy seeks to prioritise previously developed land resulting in a positive contribution but this does not mitigate the loss of Green Belt land:</p> <ul style="list-style-type: none"> <li>• New housing development in Bradford city centre is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings. In particular, the policy proposes the city centre will be characterised by the requirement for high quality public realm linked to the City Park and linear parkways providing a unique setting for development.</li> <li>• New housing development in Shipley and the Canal Road Corridor is likely to involve the development of greenfield land. The policy states the Canal Road Corridor will be characterised by innovative and contemporary architecture. Depending on design, there is the potential for architecture to impact on the setting of historic assets; there is a need to ensure sensitive design, particularly given the proximity of the Saltaire World Heritage Site. The design policies in the Core Strategy will help to ensure that design of new development does not adversely impact upon the historic environment.</li> <li>• New housing development in NE, NW SE and SW Bradford is likely to involve the development of greenfield land, including Green Belt.</li> </ul>												Move away marginally
<p>11. Improve the quality of the built environment and make efficient use of land and buildings</p>												

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area										
		Commentary										Scoring
		<ul style="list-style-type: none"> <li>New housing development in SE Bradford and Holme Wood is likely to involve the development of greenfield land, including Green Belt.</li> </ul> <p>However, in regards to the Green Belt, it is noted that the use of Green Belt land will be in accordance with Strategic Core Policies SC5 and SC7 and that development of Green Belt land will help to ensure development in sustainable locations.</p> <p>Overall, the policy seeks to protect and enhance landscape character in the City of Bradford resulting in a positive contribution. More importantly it policy seeks to conserve and enhance the heritage values of Bradford City Centre and surrounding neighbourhoods which will have a significant positive contribution on the quality of the built environment. Leisure and tourism related development is encouraged in Saltaire including enhancements to the public realm, whilst respecting the “outstanding and universal” value of the UNESCO World Heritage Status of Saltaire for present and future generations.</p>										Move towards marginally.
12. Improve the quality and range of services available within communities and connections to wider networks		<p>Development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>New housing in Bradford city centre would be well located in relation to services / facilities and public transport. Residents should therefore be able to access a range of services / facilities.</li> <li>New housing in Shipley may be able to access services / facilities in the local area although there are limited services / facilities in the lower Baildon area. Residents may also be able to access services via the public transport network (high frequency bus and rail), which connects the area to Bradford city centre and service centres elsewhere.</li> <li>New housing in NE, NW, SE and SW Bradford may be able to access services / facilities in the local area. Residents may also be able to access services via the public transport network (high frequency bus and some rail stations), which connect the areas to Bradford city centre and service centres elsewhere.</li> </ul>										Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>												
<b>Commentary</b>												
<p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>• There are limited services / facilities along the Canal Road Corridor. The A6037 may also act as a barrier to access. However, new housing in this area may be able to access existing public transport services (bus and rail), which connect the area to Bradford city centre and service centres elsewhere.</li> <li>• There are limited services / facilities in proximity of the Holme Wood area. Notwithstanding this, new housing in this area should be able to access existing public transport services (bus), which connect the area to Bradford city centre.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective.</p> <p>Notwithstanding this, the effect of an increase in population on existing service provision needs to be considered (i.e. whether there is sufficient capacity to meet demand) and so overall impacts are considered to be uncertain.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health , education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	<p>Overall, the pattern of development will have a significant positive effect. Regeneration of the City Centre, Shipley, Manningham and Holme Wood is proposed, which will help to have a significant positive impact upon this objective.</p>											
14. Create good cultural, leisure and recreation activities available to all	<p>The creation of a Country Park for active recreation is proposed on Green Belt in East Leeds and improvements to cycleways and PROW are identified that will have a significant positive effect.</p> <p>Improvements in the Green Infrastructure network along the Shipley and Canal Road Corridor, Bradford City Centre and to the east and west along key public transport corridor (in particular Leeds-Bradford corridor and M606 Corridor) are proposed.</p> <ul style="list-style-type: none"> <li>• It is unknown whether new housing development in Bradford city Centre would result in the loss of any open space or greenspace. Any open space / greenspace within the city centre should be afforded protection from development.</li> </ul>											
<b>Scoring</b>												
	Uncertain											
	Move towards significantly											
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KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>												
<b>Commentary</b>												
<ul style="list-style-type: none"> <li>The Settlement Study identified a lack of provision for children and teenagers, outdoor sporting facilities and community gardens in Bradford city centre.</li> <li>New housing development in Shipley may result in the loss of open space used for leisure and recreation. Notwithstanding this, there are a range of sports and recreation facilities in Shipley.</li> <li>New housing development in the Canal Road Corridor may result in the loss of open space used for leisure and recreation (e.g. playing fields etc). In addition, there are limited formal sports and recreation facilities along the Canal Road Corridor.</li> <li>The Settlement Study indicates that there are a range of sports and recreation facilities in NE, NW, SE and SW Bradford although there are some gaps in open space and recreation provision. It is unknown whether the development of land would result in the loss of leisure and recreation space (e.g. playing fields). The potential loss of leisure and recreation space in this area as a result of new development needs to be considered.</li> <li>New housing development on greenfield land at Holme Wood may result in the loss of open space used for leisure and recreation. The recreational value of land by Holme Wood and leisure and recreation facility provision in the area is unknown. The potential loss of leisure and recreation space in this area needs to be considered.</li> <li>The recreational value of greenfield land, in the Leeds-Bradford corridor and by junction 26 of the M606 is unknown. The potential loss of leisure and recreation space in this area as a result of new employment development needs to be considered, but negative effects are already mitigated by the creation of a Country Park.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective. In particular, the Canal Road Corridor will be characterised by Bolton Woods Wildlife Area and a linear park and waterway linking the town centre of Shipley to Bradford City Centre. In regenerating the peripheral housing estates the policy proposes the creation of community infrastructure although it is not specified what this will involve.</p> <p>The effect of an increase in population on facilities provision also needs to be considered. In the growth areas, the policy already proposes new community facilities; in NE and SE Bradford particular emphasis is placed on the creation of open space and recreation facilities whilst in NW Bradford greenspace, open space and facilities for younger people are specified.</p>												
<p>15. Improve safety and security for people and property</p>												
<p>Move towards significantly.</p>												
<p>Neutral</p>												
<p>Scoring</p>												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		<p>Policy supports the role of the Health department in generating employment and seeks to help connect disadvantaged communities to employment that will have a significant positive effect on well-being of the currently unemployed.</p> <p>The creation of a Country Park for active recreation is proposed and improvements to cycleways and PROW are identified.</p> <p>Improvements in the Green Infrastructure network along the Shipley and Canal Road Corridor, Bradford City Centre and to the east and west along key public transport corridor (in particular Leeds-Bradford corridor and M606 Corridor) are proposed.</p> <p>In addition, in terms of health care facilities, development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• There are several doctors' surgeries, dental surgeries and pharmacies in NE, NW, SW and SE Bradford.</li> </ul> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>• The Settlement Study identifies a lack of dental and doctors surgeries in Bradford city centre. New housing development in this area may therefore not have adequate access to healthcare.</li> <li>• The Settlement Study highlights that access to healthcare facilities in Shipley is poor at present. Although provision in Baildon is good, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network.</li> <li>• The Settlement Study identifies a lack of dental surgeries, doctors' surgeries and pharmacies along the Canal Road Corridor. New housing development in this area may therefore not have adequate access to healthcare.</li> <li>• There are limited healthcare facilities in proximity of Holme Wood. New housing in this area may therefore not have adequate access to healthcare.</li> </ul>										Move towards significantly

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective. Walking and healthcare improvements will also help to have significant positive impacts.</p> <p>Notwithstanding this, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand) and so overall impacts are considered to be uncertain.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and health provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health , education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p><b>The following new transport projects are proposed whose development could have an impact on quality of life for some residents in the City of Bradford. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the health and quality of life impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following aspects:</b></p> <ul style="list-style-type: none"> <li>• Light Rail Link Interchange to Forster Square</li> <li>• Low Moor Rail Station</li> <li>• Apperley Bridge Rail Station, this may impact on Green Belt depending on the nature of the final proposal</li> <li>• South East Bradford Link Road, this may impact on AQMA, open space, Green Belt, and residential areas depending on the nature of the final proposal</li> <li>• Shipley Eastern Link Road, this may impact on AQMA, open space, and residential areas depending on the nature of the final proposal</li> </ul>										Uncertain

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>													
<b>SA Objectives</b>												<b>Scoring</b>	
<b>Commentary</b>													
<p>17. Promote education and training opportunities which build the skills and capacity of the population</p>												<p>Policy supports the role of the Education department in generating employment.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>The Settlement Study indicates that there are six primary schools and one further education facility in Shipley.</li> <li>The Settlement Study indicates that primary and secondary school provision in NE, NW, SE and SW Bradford is good. New housing may therefore have adequate access to existing education provision.</li> <li>The Settlement Study indicates that primary and secondary school provision in SE Bradford is good. New housing in the Holme Wood area may therefore have adequate access to existing education provision.</li> </ul> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>The Settlement Study identifies a lack of primary and secondary schools in Bradford city centre. New housing in this area may therefore not have adequate access to primary and secondary education. Notwithstanding this, access to further education in the city centre is good.</li> <li>The Settlement Study identifies a lack of primary and secondary schools in the Canal Road Corridor. New housing in this area may therefore not have adequate access to primary and secondary education.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p>Bradford Education Authority does forward plan for schools looking at future demand for places (against current provision). Information from the education authority suggest that there is spare capacity at present but that by 2019/20 there will be a shortfall in places available (against projected demand); The effect of an increase in population on existing education provision and access to secondary schools in surroundings areas needs to be considered (i.e. whether there is sufficient capacity to meet demand). The policy already proposes new schools in NW Bradford.</p>	<p>Move towards marginally</p> <p>Uncertain</p> <p>Move towards marginally</p>



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area</b>													
<b>SA Objectives</b>												<b>Scoring</b>	
<b>Commentary</b>													
													Move towards marginally
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													Move towards significantly

Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and education improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health , education and open space provision would need to be addressed prior to significant housing or employment development taking place.

97ha of employment land will be provided for the City of Bradford, which will help to increase the number of high quality job opportunities in Bradford.

Development in the following locations is considered to make a significant positive contribution towards this objective:

18. Increase the number of high quality job opportunities suited to the needs of the local workforce

- New housing in Bradford city centre would have access to existing employment in this area. Residents would also be able to access employment opportunities elsewhere via the public transport network.
- New housing in SE Bradford and the Holme Wood area would be able to access the proposed new employment at Leeds-Bradford corridor. Residents may also be able to access existing employment in the surrounding area via the public transport network.

Focusing new employment development to the NE and SE of Bradford and along the Airedale Corridor will increase employment provision in these areas and have significant positive impacts upon this objective.

The development of new housing and employment in the Sub Regional City may help to encourage further inward investment into this area.

The City of Bradford including Shipley and lower Baildon is to be the principal focus for indigenous economic development.

19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area

Bradford city centre is supported as the prime office, small and medium sized creative and knowledge industries, shopping, leisure and tourism location.

South Bradford is supported as the location for large-scale industry including storage and distribution to make best use of existing transport connections.

The policy supports Shipley Town Centre as a focus for a mix of retail, leisure and office developments, which will help to attract inward investment for Shipley and have a positive impact upon this objective.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

**SA Objectives**

**Policy BD1 – City of Bradford including Shipley and Lower Baildon Sub Area**

**Commentary**

**Scoring**

**Summary:**  
The policy will have a number of positive impacts across the majority of the SA objectives. The policy will help to deliver a number of improvements for the City of Bradford and Shipley and Lower Baildon Sub Area. The new housing proposed should help to meet identified need in the area and ensure that everyone has the chance to live in good quality housing which meets their needs.

The urban regeneration and renewal priorities should help to deliver improvements to the quality of the built environment, help to attract inward investment in these areas, particularly through the creation of a new CBD in the city of Bradford, support for other economic development in Bradford and Shipley and enhancements to the historic environment, and protect and enhance the environment through a variety of measures.

There will be a number of public transport improvements which will help to ease congestion, develop an efficient and integrated public transport network and encourage use of sustainable modes of transport, with subsequent beneficial impacts in relation to air quality and climate change. Improvements to public transport will help to ensure that new housing and economic development is sustainable and will help avoid reliance on the car.

As noted in the detailed appraisals above the policy will also have some uncertain impacts. This particularly relates to the issue of the potential impacts of the transport improvements. If the public transport improvements identified are not phased in terms of delivery, or if there is not appropriate wording in relation to environmental safeguards then there could be adverse impacts on the environment.

Whilst there will be largely significant positive impacts from this policy, some negative impacts have been identified. These relate to the need for green belt releases which has adverse impacts upon the landscape and making efficient use of land, and also in relation to the potential adverse impacts from the public transport improvements identified if the delivery of these improvements is not controlled with appropriate environmental safeguards.

**Mitigation:**  
A variety of considerations are set out in bold text above as part of the policy appraisal.

## Policy BD2 Investment Priorities for the City of Bradford including Shipley and Lower Baildon

KEY	--	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy BD2 – Investment Priorities for the City of Bradford including Shipley and Lower Baildon		Scoring
		Commentary		
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy			Reference could be made to promoting renewable energy, though it is recognised that policy BD1 offers support for renewable energy, including CHP, which will have positive impacts.	Move towards marginally.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered			There is no reference within the investment priorities to waste minimisation. The investment priorities set out will generate waste and therefore there will be a minor negative impact upon this objective.' Please revise score accordingly	Minor negative
3. Reduce the district's impact on climate change and vulnerability to its effects			Flooding can be an effect of climate change and one of the investment priorities is to manage flood risk, which will have a positive impact on reducing the District's vulnerability to its effects.	Move towards significantly
4. Safeguard and improve air, water and soil resources			Provided that the environmental protection afforded by policy BD1 is adhered to the investment priorities should make a positive contribution towards this objective. In addition, the investment priorities in the policy include improvements to public transport, particularly to Bradford City Centre to enhance ease of movement and improvements to railway stations. This will help to increase public transport use, reduce reliance on the car and in turn have significant positive impacts on air quality. The policy also seeks to manage flood risk which will have positive impacts in respect of soil resources.	Move towards significantly
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats			.Provided that the environmental enhancements outlined in policy BD1 are implemented, then the investment priorities and help conserve and enhance internationally, nationally and locally valued wildlife species and habitats	Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes			The investment priorities identified in this policy will involve the release of some greenbelt land (as identified in policy BD1) and so scores natively against this objective, although it is noted that this is required to ensure development in sustainable locations.  The policy does seek through the proposed urban extension at Holme Wood to enhance the landscape setting which would have positive impacts on this objective.	Move away marginally
7. Protect and enhance historic assets and their settings			However, due to green belt releases required to deliver the development identified in this policy, there are minor negative impacts. The investment priorities need to ensure that there are no adverse impacts upon the historic environment with particular regard had to the Saltaire World Heritage Site. The policy seeks to maximise the potential of heritage assets. Provided that this is sensitively managed there could be positive impacts on this objective.  It is noted as well that policy BD1 affords protection to the historic environment through seeking to conserve and enhance designated and undesignated heritage assets.	Move towards marginally.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs,			Overall it is considered that there will be minor positive impacts upon this objective. The investment priorities include the renewal of existing peripheral housing estates which will help make a significant positive move towards this objective. A sustainable urban extension in South East Bradford at	Move towards significantly.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy BD2 – Investment Priorities for the City of Bradford including Shipley and Lower Baildon**

Commentary	Scoring
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the local character and needs of Bradford and the wider area. These priorities will provide significant support for investment that respects the local character and needs of Bradford and the wider area. There will be significant positive impacts upon this objective.

**Summary:**  
 The policy largely has significant positive impacts on the majority of the SA objectives. The investment priorities outlined in the policy will help to deliver a variety of improvements for the City of Bradford and Shipley and Lower Baildon, including beneficial impacts on Climate Change through the public transport improvements outlined, which also has positive impacts in relation to transport, significant improvements to the quality of the built environment through the regeneration of Bradford City Centre and the regeneration initiative on the Shipley and Canal Road Corridor as well as delivering renewal of existing housing estates.

There are also significant positive impacts in relation to health through the regeneration which will be delivered by these investment priorities. The investment priorities will also have economic benefits through renewal of training programmes and investment in a new CBD for Bradford.

There are two negative impacts in relation to waste generation and making efficient use of land. This is due to no reference to waste management in the investment priorities and the unavoidable need to use some green belt land to deliver the development identified through these investment priorities.

**Mitigation:**  
 Reference could be made to waste minimisation to ensure that the development delivered through these investment priorities does not result in an increase in waste generation.



## Policy AD1 - Airedale Sub area

KEY	--	-	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy AD1 – Airedale Sub Area	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy seeks to use the opportunities provided by increased development to maximise renewable energy generation in this sub area and also to maximise energy efficiency through CHP and hydro energy which will make a significant positive contribution towards this objective.	Move towards significantly.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		<p>The new housing and employment land proposed in this policy will result in significant new development and as a result will generate waste. There is no specific mention of waste or measures to minimise waste generation although it would be in accordance with policy WM1 elsewhere in the Core Strategy. New housing development in Keighley and Bingley should be able to access existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible. New housing development in the other Airedale towns should be able to access existing recycling facilities and kerbside collection services. On this basis there would be a minor positive impact on this objective.</p> <p><b>Reference could be made under Environment section of the policy to promoting waste minimisation and encouraging recycling within Airedale in order to increase the sustainability of this policy option.</b></p>	Move towards marginally.
3. Reduce the district's impact on climate change and vulnerability to its effects		<p>The policy seeks to use the opportunities provided by increased development to maximise renewable energy generation and energy efficiency, including CHP and hydro, which will make a significant positive contribution towards this objective.</p> <p>Travel by car may increase greenhouse gas emissions however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel. The policy also refers to the improvement of sustainable transport facilities and links within and between the towns and villages in Airedale, again in order to lessen the effects of road transport.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective as it may help reduce car travel. The aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions:</p> <ul style="list-style-type: none"> <li>New housing in Keighley and Bingley may be able to access existing public transport services (rail and high frequency bus), local services / facilities and employment.</li> </ul> <p>Development in the following locations contributes uncertainly towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy (see Objective 9) to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce</p>	Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy AD1 – Airedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<p>greenhouse gas emissions from car travel - exhaust emissions:</p> <ul style="list-style-type: none"> <li>New housing in Steeton with Eastburn may be able to access existing public transport services (rail and / or high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited in Steeton with Eastburn, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing in Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. However, these areas are not served by high frequency bus services and local services / facilities provision and employment is limited in Silsden. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing in Cottingley may be able to access existing public transport services (high frequency bus), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited, residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing in Baildon may be able to access existing public transport services (rail and bus), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited, residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing East Morton may be able to access existing public transport services, local services / facilities and employment in the local area. However, this town is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve the improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place</b></p>												
<b>Scoring</b>												
<p>4. Safeguard and improve air, water and soil resources</p> <p style="text-align: right;">Uncertain</p>												



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy AD1 – Airedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<p>may help reduce car travel. The aspects mentioned by help to reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality:</p> <ul style="list-style-type: none"> <li>• New housing in Keighley and Bingley may be able to access existing public transport services (rail and high frequency bus), the cycle network, services / facilities and employment.</li> </ul> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling, and thus could help to reduce the effect of car travel upon local air quality:</p> <ul style="list-style-type: none"> <li>• New housing in Steeton with Eastburn may be able to access existing public transport services (rail and / or high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited in Steeton with Eastburn, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. However, Silsden is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in Cottingley may be able to access existing public transport services (high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in Baildon may be able to access existing public transport services (rail and bus), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in East Morton may be able to access existing public transport services, local services / facilities and employment in the local area. However, this town is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p>												
<b>Scoring</b>												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy AD1 – Airedale Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place</p> <p>The following new road-based transport projects are proposed whose development could have an impact on air quality primarily due to an increase in traffic flows; although they could equally help improve air quality by diverting traffic away from current congestion. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following air quality aspects:</p> <ul style="list-style-type: none"> <li>• Silsden East Bypass Road.</li> <li>• A650 and A629/A644 Transport Corridors.</li> </ul> <p>The Environment section of the policy seeks to protect and enhance river, beck and canal corridors, their value for biodiversity and heritage, potential for reducing flood risk and role in improving connectivity between urban and rural areas. The policy also recognises that there are opportunities with new development to improve green infrastructure and flood storage provision, particularly in relation to the upper Aire. This will have positive impacts upon this objective.</p> <p>There is the potential for new housing development in Keighley and Bingley to have an effect upon water quality and flood risk. Parts of these Principal Towns lie within Flood Zones 2 and 3 associated with the River Aire, including Green Belt land.</p> <p>There is the potential for new development in Steeton and Silsden to have an effect upon water quality and flood risk, parts of these towns and / or the surrounding greenfield land lie within or in close proximity to significant areas of floodplain.</p> <p>There is the potential for new development in Cottingley, East Morton, and Baildon to have an effect upon water quality and flood risk. Parts of these Local Service Centres and / or the surrounding greenfield land are within or in close proximity to significant areas of floodplain.</p> <p><b>The following new transport projects are proposed whose development could have an impact on water quality or flood risk. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following water-related aspects:</b></p> <ul style="list-style-type: none"> <li>• Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of</li> </ul>										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy AD1 – Airedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
				the final proposal.								
				<ul style="list-style-type: none"> <li>Siilsden East Bypass Road, this may impact on floodplain and Green Belt land depending on the nature of the final proposal, a crossing of the River Aire will definitely be required with associated impact on hydrology and flood risk.</li> </ul> <p>Overall, the policy seeks to redevelop previously developed land including the redevelopment of, for example of Keighley college site, resulting in a positive contribution but this does not mitigate the loss of greenfield land/agricultural land in the following locations which will be required to deliver the number of houses proposed:</p> <ul style="list-style-type: none"> <li>Depending upon the location of new housing and employment in Bingley and Keighley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land. There are small areas of land to the north of Keighley, either side of the River Aire, which are classified as Grade 3. Land to the north of Bingley is classified as Grade 3 although land to the south is Grade 4.</li> <li>Depending upon the location of new housing in Siilsden and Steeton, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.</li> <li>Depending upon the location of new development in Cottingley and Baildon, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.</li> <li>New development in East Morton is unlikely to result in the loss of good quality agricultural land. Agricultural land surrounding this town is graded as Grade 4.</li> </ul> <p><b>The following new transport projects are proposed whose development could have an impact on soil resources due to the loss of greenfield/agricultural land. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following land use aspects:</b></p> <ul style="list-style-type: none"> <li>Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of the final proposal; and</li> <li>Siilsden East Bypass Road, this may impact on Green Belt land depending on the nature of the final proposal.</li> </ul>								
5. Conserve and enhance nationally and locally valued wildlife species and habitats												Move towards significantly.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy AD1 – Airedale Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>several Bradford Wildlife Areas within the Keighley urban area. Keighley is within 5km of the South Pennine Moors SPA, SAC and SSSI. The HRA undertaken identified the need for an exclusion zone around the South and North Pennine Moors SPA and SAC in order to avoid adverse impacts on these areas. Careful consideration will need to be given to the exact locations of any new housing and economic development in Keighley to ensure adverse impacts on these designations are avoided. This is reflected in the requirements of the Strategic Core Policy SC 8 Protecting the South Pennine Moors and their zone of influence (which extends out to 2.5 km from the boundary of the SPA and SAC.</p> <p>There is the potential for new housing in Bingley to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, ancient woodland, and SEGIs within and / or in the area surrounding Bingley. Bingley is also within 2km of the South Pennine Moors SPA, SAC and SSSI.</p> <p>There is the potential for new housing development in Silsden and Steeton to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are two Bradford Wildlife Areas in Steeton and two in Silsden, ancient woodland, and / or SEGIs within and / or in the area surrounding the towns and both brownfield and greenfield land can also support a range of habitats and species. Steeton and Silsden are within 5km of the South Pennine Moors SPA, SAC and SSSI.</p> <p>There is the potential for new development in Baildon, Cottingley and East Morton to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding the towns and both brownfield and greenfield land can also support a range of habitats and species. East Morton is within 1km of the South Pennine Moors SPA, SAC and SSSI. Cottingley, and Baildon are within 5km. Again careful consideration will need to be given to ensure that new development in these areas does not adversely impact upon this designation.</p> <p>Overall, the policy seeks to protect and enhance biodiversity in Airedale and protect the integrity of nationally and internationally designated sites, particularly through management of land use and public access, resulting in a significant positive contribution. The policy also includes a requirement to improve Green Infrastructure along the River Aire and for canal and public transport corridors as well as flood storage provision, particularly in relation to the Upper Aire.</p> <p><b>The policy wording could be improved through specific mention of protecting Bradford Wildlife Areas, SEGIs and protected and other notable species in Airedale.</b></p> <p><b>The following new transport projects are proposed whose development could have an impact on biodiversity in Airedale. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following ecological aspects:</b></p> <ul style="list-style-type: none"> <li>• Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of</li> </ul>										

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD1 – Airedale Sub Area												
SA Objectives												Scoring
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<p>the final proposal.</p> <ul style="list-style-type: none"> <li>• Siilsden East Bypass Road, this may impact on floodplain and Green Belt land depending on the nature of the final proposal.</li> </ul> <p>Overall, the policy seeks to protect and enhance landscape character in Airedale resulting in a positive contribution but this does not mitigate the loss of Green Belt land. The Green Belt contributes positively to the landscape character of the area. It also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on open space, greenfield and Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents:</p> <ul style="list-style-type: none"> <li>• There are no landscape designations covering Keighley. Notwithstanding this, new housing and employment development in Keighley is likely to result in the loss of greenfield land, including Green Belt.</li> <li>• There are no landscape designations covering Bingley. Notwithstanding this, new housing development in Bingley is likely to result in the loss of greenfield land, including Green Belt.</li> <li>• There is the potential for new development on brownfield sites in Silsden and Steeton to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings as part of regeneration proposals for these sites). However, new housing development may also involve the use of greenfield land, including Green Belt deletions at Steeton.</li> <li>• There is the potential for new development on brownfield sites in Baildon, Cottingley and East Morton to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings) in these areas. However, new housing development in these towns may also involve the use of greenfield land, although no Green Belt deletions are proposed.</li> </ul> <p><b>The following new transport projects are proposed whose development could have an impact on landscape in Airedale. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following landscape aspects:</b></p> <ul style="list-style-type: none"> <li>• Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of the final proposal.</li> <li>• Siilsden East Bypass Road, this may impact on Green Belt land and the built townscape depending on</li> </ul>												Move away marginally
<p>6. Maintain and enhance the character of natural and man made landscapes</p>												Move away marginally

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy AD1 – Airedale Sub Area										
		Commentary										Scoring
		<p>the nature of the final proposal.</p> <p>Overall there will be a minor negative impact on this objective due to the loss of Green Belt land, though it is recognised that will help to meet the growth needs of the Airedale sub area.</p> <p>There is the potential for new housing and employment development in Keighley to have an effect upon cultural, historic and archaeological assets and their settings. Keighley Town Centre is a designated Conservation Area and there are a number of Listed Buildings in the town, including the Grade II listed Aireworth Mill within an RUDP employment site (Aireworth Road).</p> <p>There is the potential for new housing and employment development in Bingley to have an effect upon cultural, historic and archaeological assets and their settings, including the Bingley and Leeds and Liverpool Canal Conservation Areas and Listed Buildings within and surrounding the town.</p> <p>The potential indirect effects of new housing and employment in the Airedale corridor upon the Saltaire World Heritage Site (e.g. from traffic) and for unknown archaeology should also be taken into consideration.</p> <p>There is the potential for new housing and employment development in Silsden and Steeton to have an effect upon Listed Buildings and upon the character and setting of Conservation Areas within the towns; the potential for unknown archaeology to be present in all areas should also be taken into consideration.</p> <p>There is the potential for new housing development in Baildon, Cottingley and East Morton to have an effect upon Listed Buildings and for development in Baildon and East Morton to affect the character and setting of Conservation Areas within these towns. In Baildon, there is also the potential for new housing to indirectly impact upon the Saltaire World Heritage Site. The potential for unknown archaeology to be present in all areas should also be taken into consideration.</p> <p>However, the policy seeks to conserve and enhance the designated and undesignated heritage assets in particular those within the boundary of the Keighley Townscape Heritage and Initiative and Saltaire World Heritage Site, resulting in a significant positive effect.</p> <p><b>The following new transport projects are proposed whose development could have an impact on heritage in Airedale. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following heritage aspects:</b></p> <ul style="list-style-type: none"> <li>• Beechcliffe Rail Station.</li> <li>• Silsden East Bypass Road, this may potentially impact on Listed Buildings and a Conservation Area depending on the nature of the final proposal.</li> </ul>										Move towards significantly.
7. Protect and enhance historic assets and their settings												



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy AD1 – Airedale Sub Area										
		Commentary									Scoring	
<p>8. To provide the opportunity for everyone to live in quality housing which reflects individual preferences and resources</p>	<p>The development of 8,350 new homes in the Airedale corridor should help to meet identified need in this area. Policy HO11 sets out affordable housing provision with a requirement for up to 20% in towns, suburbs and villages and up to 15% in inner Bradford and Keighley. The policy also states that affordable housing will be required on sites of 15 dwellings or more and on sites over 0.4 hectares in size. This threshold is lowered to 5 dwellings in Cottingley. This will help to ensure that there are affordable homes in this area and contribute positively towards this objective.</p> <p>The SHMA identifies a need to ensure deliver of affordable housing for rural areas in the Worth Valley. In particular the SHMA also identifies 728 households with current need and 71 households in future need. The loss of the 29% affordable housing requirement could be a concern, although it is noted that the policy ensures that affordable housing requirements are consistent with the SHMA.</p> <p>Housing growth areas are Silsden and Steeton, in combination with good walking and cycling links to Silsden and Steeton railway and bus interchange, which will help to ensure that new housing in these areas is sustainable.</p> <p>Regeneration of the Airedale Corridor, Keighley and Bingley is proposed, which will further help to have positive impacts upon this objective.</p> <p>450 new homes will be created in Baildon, along with smaller scale housing development in Cottingley and East Morton to meet local need, which will also help to have significant positive impacts upon this objective.</p>	<p>The policy also refers to the improvement of sustainable transport facilities and links within and between the towns and villages in Airedale which will contribute towards a more integrated and efficient transport network.</p> <p>Development in the following locations is considered to make a significant positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• New housing in Keighley and Bingley would be able to access existing public transport services (high frequency bus and rail).</li> <li>• New housing in Steeton would be able to access existing public transport services (rail and high frequency bus).</li> <li>• New housing in Cottingley would be able to access existing public transport services (high frequency bus route).</li> <li>• New housing in Bingley would be able to access existing public transport services (rail and bus).</li> </ul> <p>Development in the following locations is considered to make a marginal positive contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a significant contribution</p>	<p>Move towards significantly.</p>									
<p>9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts</p>		<p>Move towards significantly.</p>										



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy AD1 – Airedale Sub Area</b>												
<b>SA Objectives</b>												
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towards this objective.												
<ul style="list-style-type: none"> <li>• There is limited public transport service provision (i.e. no high frequency bus services) in Silsden.</li> <li>• There is limited public transport service provision (i.e. no high frequency bus services) in East Morton.</li> </ul>												
The following improvements to existing transport infrastructure are proposed:												
<ul style="list-style-type: none"> <li>• Improved public transport within and between Airedale towns and villages including rail stations, cross-valley links, cycleways and PROW.</li> <li>• Enhanced bus network to/from Steeton and Silsden bus/rail interchange.</li> <li>• Transport improvements to Hard Ings Road and Keighley town centre.</li> <li>• Improve key transport corridors including A6550, A629/A644, A629 and A6038.</li> <li>• Implement stronger demand management in Airedale.</li> <li>• Improve public transport access between Airedale and the City of Bradford, Craven and Leeds.</li> <li>• Improve surface access and public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections with Keighley and Bingley.</li> </ul>												
These would increase accessibility and contribute positively to reducing congestion.												
<b>Scoring</b>												
Move towards marginally.												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD1 – Airedale Sub Area												
SA Objectives												Scoring
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<p>The following new transport infrastructure could also contribute positively to reducing congestion but depending on the nature of the final proposals could score negatively against several of the environment objectives and the health and well-being objective due to the potential impact on the natural environment and quality of life if adequate consideration is not given to environmental impact. <b>It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following environmental aspects:</b></p> <ul style="list-style-type: none"> <li>• Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of the final proposal.</li> <li>• Siilsden East Bypass Road, this may impact on floodplain, Green Belt land and potentially Listed Buildings and a Conservation Area depending on the nature of the final proposal, a crossing of the River Aire will also be required.</li> </ul>												Uncertain
<p>10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car</p>												Move towards marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD1 – Airedale Sub Area												
SA Objectives												Scoring
Commentary												
<p>Development in the following locations is considered to make an uncertain towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive effect. The aspects mentioned reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling:</p> <ul style="list-style-type: none"> <li>• New housing in Steeton with Eastburn may be able to access existing public transport services (rail and / or high frequency bus route), the cycle network, local services / facilities and employment. However, residents may have to travel by car to access certain services elsewhere.</li> <li>• New housing in Silsden may be able to access existing public transport services, local services / facilities and employment. However, the area is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in Cottingley may be able to access existing public transport services (high frequency bus route), the cycle network, local services / facilities and employment. However, residents may have to travel by car to access certain services elsewhere.</li> <li>• New housing in Baildon may be able to access existing public transport services (rail), the cycle network, local services / facilities and employment. However, residents may have to travel by car to access certain services elsewhere.</li> <li>• New housing in East Morton may be able to access existing public transport services, local services / facilities and employment. However, this town is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul>												Uncertain

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy AD1 – Airedale Sub Area										
		Commentary										Scoring
		<p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. However, in all cases there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p>The following new road-based transport projects are proposed whose development could have an impact on air pollution primarily due to an increase in traffic flows; although they could equally help improve air quality by diverting traffic away from current congestion. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the environmental impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following air quality aspects:</p> <ul style="list-style-type: none"> <li>Silsden East Bypass Road.</li> </ul>										Move towards marginally
	11. Improve the quality of the built environment and make efficient use of land and buildings	<p>Overall, the policy seeks to redevelop previously developed land, resulting in a positive contribution but this does not mitigate the loss of Green Belt land:</p> <ul style="list-style-type: none"> <li>New development in Bingley and Keighley is likely to involve the development of greenfield land, including Green Belt.</li> <li>New development in Steeton is likely to involve the development of greenfield land, including Green Belt.</li> <li>No Green Belt deletions are proposed at Silsden, Baildon, Cottingley or East Morton although greenfield land may still be developed.</li> </ul> <p>Overall, the policy seeks to protect and enhance landscape character in the Airedale corridor resulting in a positive contribution. More importantly it policy seeks to conserve and enhance the heritage values of Keighley, Bingley, Shipley and surrounding neighbourhoods which will have a significant positive contribution on the quality of the built environment.</p> <p>Some flexibility in affordable housing targets is also allowed to secure the most appropriate level and quality of development.</p>										Move towards significantly. Move away marginally

<b>KEY</b>	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>Policy AD1 – Airedale Sub Area</b>													
<b>SA Objectives</b>												<b>Scoring</b>	
<b>Commentary</b>													
<p>12. Improve the quality and range of services available within communities and connections to wider networks</p>												<p>Development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>New housing in Keighley and Bingley may be able to access services / facilities in the local area. Residents would also be able to access services via the public transport network (rail and high frequency bus), which connect Keighley and Bingley to the Sub Regional City.</li> </ul> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the Policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>New housing in Silsden may be able to access existing public transport services and local services / facilities. However, it is not served by high frequency bus services and services / facilities provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities elsewhere.</li> <li>New housing in Steeton with Eastburn may be able to access local services / facilities and the existing public transport network (rail and / or high frequency bus route), which connect the town to the Sub Regional City. Notwithstanding this, services / facilities provision is limited in these areas; residents may have to commute to access certain services / facilities elsewhere.</li> <li>New housing in Cottingley would be able to access services / facilities in the local area. Residents would also be able to access services / facilities elsewhere via the public transport network (high frequency bus route), which connect the town to the Sub Regional City. Notwithstanding this, services / facilities provision and employment is limited, residents may have to travel to access certain services / facilities elsewhere.</li> <li>New housing in Baildon would be able to access services / facilities in the local area. Residents would also be able to access services / facilities elsewhere via the public transport network (rail and bus), which connect the town to the Sub Regional City. Notwithstanding this, services / facilities provision and employment is limited, residents may have to travel to access certain services / facilities elsewhere. However, as part of the 450 new homes proposed for Baildon, new community facilities will be provided, which will help to have positive impacts upon this objective.</li> <li>New housing in East Morton may be able to access existing public transport services and local services / facilities. However, this town is not served by high frequency bus services and services / facilities provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities elsewhere.</li> </ul>	<p>Move towards marginally.</p> <p>Uncertain</p>

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives			Policy AD1 – Airedale Sub Area										
			Commentary									Scoring	
			Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. Notwithstanding this, the effect of an increase in population on existing service provision needs to be considered (i.e. whether there is sufficient capacity to meet demand). <b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b>										Move towards marginally.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods			Overall, the pattern of development will have a significant positive effect. Regeneration of the Airedale Corridor, Keighley and Bingley is proposed and will help to have a significant positive impact upon this objective.  Improvements to cycleways and PROW are identified that will have a significant positive effect. Improvements to the Green Infrastructure along the Airedale river, canal and public transport corridors are proposed. The policy supports the role of Keighley and Bingley town centres as locations for leisure developments, which will help to have positive impacts on this objective.  <ul style="list-style-type: none"> <li>The Settlement Study indicates that there are a range of sports and recreation facilities in Keighley and Bingley and the policy proposes further community facilities (especially sports facilities and local shops) in Keighley.</li> <li>The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Silsden, although the policy proposes the creation of community facilities but does not specify what these will be (amenity green space is required).</li> <li>The Settlement Study identifies a lack of parks and gardens, civic spaces and community facilities in Steeton, although the policy proposes the creation of community facilities but does not specify what these will be (parks and gardens, play areas and allotments are required).</li> <li>The Settlement Study identifies a lack of parks and gardens and / or community facilities in Baildon, Cottingley and East Morton.</li> <li>There is also a lack of provision for children and teenagers in Cottingley and East Morton.</li> </ul>										Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all													Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
<b>Policy AD1 – Airedale Sub Area</b>													
<b>SA Objectives</b>													
<b>Commentary</b>													
				<ul style="list-style-type: none"> <li>It is unknown whether the development of land would result in the loss of leisure and recreation space (e.g. playing fields). The potential loss of leisure and recreation space in this area as a result of new development needs to be considered.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective.</p> <p>The effect of an increase in population on facilities provision also needs to be considered.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and community facility improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p><b>The following new transport projects are proposed whose development could have an impact on open space in Airedale. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the quality of life impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following aspects:</b></p> <ul style="list-style-type: none"> <li>Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of the final proposal</li> <li>Silsden East Bypass Road, this may impact on Green Belt land</li> </ul>									
15. Improve safety and security for people and property				<p>The potential effect of new development in the Airedale corridor upon this objective will depend upon the type and design of any new development and so effects are difficult to quantify at this stage.</p> <p>Mitigating flood risk will help to reduce the risk of flooding for people and property and improve community safety in this respect making a minor positive contribution towards this objective.</p>								Move towards marginally.	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care				<p>Policy supports the role of the Health department and seeks to help connect disadvantaged communities to employment, which will have a significant positive effect on well-being of the currently unemployed.</p> <p>Improvements to cycleways and PROW are identified, which will help to encourage walking and cycling and have a positive on improving health and well-being in Bradford.</p> <p>Improvements to the Green Infrastructure along the Airedale river, canal and public transport corridors. This will help to make these areas more attractive and may encourage more walking and cycling, which would have positive impacts upon this objective.</p>								Move towards significantly.	
<b>Scoring</b>													



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

Policy AD1 – Airedale Sub Area												
SA Objectives												Scoring
Commentary												
<p>In addition, in terms of health care facilities, development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• There are several doctors' surgeries, dental surgeries and pharmacies in Keighley and Bingley, furthermore, additional health provision in this town is proposed.</li> <li>• The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Silsden. Notwithstanding this, Silsden only has one doctor's and dental surgery.</li> <li>• The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Cottingley and Baildon. Notwithstanding this, each Local Service Centre typically has one doctor's and dental surgery.</li> </ul> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective in relation to access to health care.</p> <ul style="list-style-type: none"> <li>• The Settlement Study indicates that there is one pharmacy and doctor's surgery in Steeton. However, there is no dentist in the town. That said, Airedale General Hospital is located in Steeton.</li> <li>• The Settlement Study indicates that there are no dental surgeries, doctors' surgeries or pharmacies in East Morton.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective.</p> <p>Notwithstanding this, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and health provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												Uncertain

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD1 – Airedale Sub Area												
SA Objectives												Scoring
Commentary												
<p>The following new transport projects are proposed whose development could have an impact on quality of life for some residents in Airedale. It is recommended that in promoting these the development the policy wording of the Transport section should be amended to reflect that the health and quality of life impacts of these developments will be fully considered and appropriate mitigation adopted to minimise or avoid adverse effects prior to them being taken forward, particularly in respect of the following aspects:</p> <ul style="list-style-type: none"> <li>Beechcliffe Rail Station, this may impact on open space and Green Belt land depending on the nature of the final proposal</li> <li>Siilsden East Bypass Road, this may impact on Green Belt land</li> </ul>												Move towards marginally
<p>17. Promote education and training opportunities which build the skills and capacity of the population</p>												Move towards significantly.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD1 – Airedale Sub Area												
SA Objectives												
Commentary												
<p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p>Notwithstanding this, it is unknown whether these schools have the capacity to meet demand. The effect of an increase in population on existing education provision and access to secondary schools in surroundings areas needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and education improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												
Scoring												

<b>KEY</b>	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy AD1 – Airedale Sub Area	
		Commentary	
		Scoring	
<p>18. Increase the number of high quality job opportunities suited to the needs of the local workforce</p>	<p>The policy states that Keighley and Bingley will be the principal focus for indigenous economic development including starter units for small and medium sized business, business park premises for larger digital, design and knowledge, financial and service sectors at Dalton Lane Business Innovation Zone and Royd Ings Associated with the proposed Beechcliffe railway station.</p> <p>The policy will increase opportunities to provide additional jobs in locations and of a type suited to the local needs of the workforce in the Airedale corridor and so make a significant contribution towards this objective.</p> <p>Development in the following locations is considered to make a significant positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>New housing in Keighley and Bingley would have access to existing employment in these areas, which have a large employment base, as well as the new employment along the Airedale corridor. Residents would also be able to access employment opportunities in the Sub Regional City via the public transport network.</li> <li>New housing in Steeton and Silsden would be able to access local employment in these areas and proposed new employment developed along the Airedale Corridor and at Silsden Rural Business Park. Residents would also be able to access employment opportunities elsewhere via the public transport network (rail and / or high frequency bus route).</li> </ul> <p>Focusing new employment development along the Airedale Corridor and at Silsden Rural Business Park will increase employment provision in these areas.</p>		<p>Move towards significantly.</p>
<p>19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area</p>		<p>The development of new housing and employment in the Airedale corridor, including starter units in Keighley and Bingley for SME, should help to encourage further inward investment into this area.</p> <p>The creation of employment land at Silsden Rural Business Park will help to attract new economic development and investment to this area, which will also help to have a positive impact upon this objective.</p>	<p>Move towards significantly</p>

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>	<b>Policy AD1 – Airedale Sub Area</b>
<b>Commentary</b>	
<b>Scoring</b>	

**Summary**

The policy will have a number of significant positive impacts for the Airedale Sub Area, particularly in relation to the environment, as although the policy sets out new growth in this area, the policy also sets out significant environmental protection measures, which has positive impacts in relation to climate change, biodiversity and the historic environment. However, careful consideration needs to be given to ensure that new development does not adversely impact upon the South Pennine Moors SPA and SAC, especially given the findings of the HRA in relation to exclusion zones.

There will be significant transport improvements through the Airedale Sub Area, which will help to reduce congestion and increase use of sustainable modes of transport, which also has beneficial impacts in relation to climate change and air quality through reduced vehicle emissions. The policy could help to improve health and well-being with support for the role of the health department and improvements to walking and cycleways and also through new leisure schemes.

There will also be significant economic benefits for the Airedale Sub Area through this policy as the measures in the policy will help to deliver new economic development in Keighley and Bingley and additional employment land at Silsden Rural Business Park.

There is a negative impact in relation to making efficient use of land as green belt releases will be required to ensure that development needs in the Airedale sub area are met, though it is noted that there is a requirement for these to be in sustainable locations.

Whilst as noted above, the transport improvements will have a number of benefits, there are also some uncertain impacts as the transport improvements identified could have adverse environmental impacts without appropriate safeguarding measures in places, as identified in the appraisals above. Phasing of public transport improvements would help to ensure that some of the other positive impacts identified by this policy are realised.

**Mitigation:**

A number of considerations in relation to this policy are set out in bold text above.

## Policy AD2 Investment Priorities for the Airedale Sub Area

KEY		- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy AD2 – Investment Priorities for the Airedale Sub Area</b>													
<b>SA Objectives</b>													
<b>Commentary</b>													
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		<p>There is no reference in the investment priorities to renewables. However, it is acknowledged that Policy EN6 promotes renewable and low carbon energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. This will help to have significant positive impacts upon this objective.</p> <p>However, the lack of reference to renewables in the investment priorities may hinder the positive impacts of Policy EN6.</p>											
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		Reference could potentially be made to waste minimisation and waste recycling.											
3. Reduce the district's impact on climate change and vulnerability to its effects		<p>One of the investment priorities is to provide infrastructure to manage flood risk which will help to reduce the district's vulnerability to climate change since increased flooding can result from climate change. The policy therefore makes a significant positive contribution towards this objective.</p> <p>The policy will also help to deliver public transport improvements, help to reduce journeys by car and in turn vehicle emissions, and have positive impacts upon this objective.</p>											
4. Safeguard and improve air, water and soil resources		<p>One of the investment priorities is to provide infrastructure to manage flood risk which will help safeguard water resources and make a positive contribution towards this objective.</p> <p>The public transport improvements will help to reduce journeys by car and in turn reduce vehicle emissions, which will have positive impacts in relation to air quality.</p>											
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		Delivering transformation in Airedale may have impacts upon internationally, nationally and locally valued wildlife species and habitats. However policy AD1 (and Core Policy SC8) offers protection to biodiversity and so it is not considered that there will be any adverse impacts on this objective from the investment priorities outlined.											
6. Maintain and enhance the character of natural and man made landscapes		Local greenbelt releases are supported in this policy which scores negatively against this objective, though as noted in policy AD1 this is needed to ensure development in more sustainable locations.											
<b>Scoring</b>													
		Move towards significantly.											
		Uncertain.											
		Neutral											
		Move towards significantly.											
		Move towards significantly.											
		Neutral											
		Move away marginally											

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD2 – Investment Priorities for the Airedale Sub Area													
SA Objectives												Scoring	
Commentary													
7. Protect and enhance historic assets and their settings	Delivering transformation in Airedale may have impacts upon the historic environment. However policy AD1 offers protection to historic assets and so it is not considered that there will be any adverse impacts on this objective from the investment priorities outlined.												Neutral
8. To provide the opportunity for everyone to live in quality housing which reflects individual preferences and resources	The investment priorities in this policy will help to deliver housing renewal and therefore make a significant positive contribution towards this objective.												Move towards significantly.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	<p>One of the investment priorities in this policy seeks to improve public transport, particularly to Keighley, Bingley, Steeton with Eastburn and Silsden, to enhance ease of movement and improve access to jobs within the Airedale corridor, particularly for disadvantaged communities. This will help to have a significant positive impact upon this objective.</p> <p>One of the other investment priorities seeks to improve access between Airedale to Bradford City Centre, Shipley Town Centre as part of the regeneration initiative on the Shipley and Canal Road Corridor and the Connecting Airedale initiative, which will further help to develop and maintain an integrated and efficient transport network.</p> <p>The policy also seeks improve the quality of public transport along Airedale to Craven, the City of Bradford and the City of Leeds through the application of accessibility standards, which will have positive impacts upon this objective.</p>												Move towards significantly.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	<p>One of the investment priorities in this policy seeks to improve public transport, particularly to Keighley, Bingley, Steeton with Eastburn and Silsden, to enhance ease of movement and improve access to jobs within the Airedale corridor, particularly for disadvantaged communities. This will help to have a significant positive impact upon this objective.</p> <p>One of the other investment priorities seeks to improve access between Airedale to Bradford City Centre, Shipley Town Centre as part of the regeneration initiative on the Shipley and Canal Road Corridor and the Connecting Airedale initiative, which will further help to reduce congestion and pollution and have a significant positive impact on this objective.</p> <p>The policy also seeks improve the quality of public transport along Airedale to Craven, the City of Bradford and the City of Leeds through the application of accessibility standards, which will have positive impacts upon this objective.</p>												Move towards significantly.



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy AD2 – Investment Priorities for the Airedale Sub Area												
SA Objectives	Commentary											Scoring
11. Improve the quality of the built environment and make efficient use of land and buildings	<p>The investment priorities will make a significant positive contribution towards this objective. There is investment targeted to key brownfield sites and to support regeneration of Keighley and Bingley Town Centres, to help deliver enhancements to the public realm, mixed use retail and leisure schemes on key brownfield sites and improvements to the railway stations, all of which will have significant positive impacts on improving the quality of the built environment and making efficient use of land and buildings.</p> <p>However, the policy supports a number of local green belt releases in sustainable locations that meet accessibility standards, which will have negative impacts on this objective. It is however recognised that local green belt releases are needed in order to ensure development in sustainable locations.</p>											Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks	Supporting the regeneration of Keighley and Bingley town centres will help to improve the quality and range of services available and make a significant positive contribution towards this objective.											Move towards significantly.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The quality of all neighbourhoods in this area will be improved with investment being targeted to improvements in the public realm in Keighley and Bingley Town Centres and through the development of retail and leisure schemes on key brownfield sites.											Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all	The investment priorities will help to deliver leisure schemes on key brownfield sites and make a significant positive contribution towards this objective.											Move towards significantly.
15. Improve safety and security for people and property	Investment in infrastructure to manage flood risk will help to improve safety of people and property from flooding and make a significant positive contribution towards this objective.											Move towards significantly.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	<p>The investment priorities identified in this policy will help to provide the conditions and services to improve health and well-being and reduce inequality to access and social care, through the public transport improvements identified. This will make a significant positive contribution towards this objective.</p> <p>The policy also seeks to improve cycling and walking facilities, which will have beneficial health impacts.</p>											Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population	Investment to deliver mixed use retail and leisure schemes on key brownfield sites will help to create jobs, which is likely to lead to some training opportunities. Training opportunities may also arise through wider transformation and change in the Airedale sub area, all of which would make a significant positive contribution towards this objective.											Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy AD2 – Investment Priorities for the Airedale Sub Area										
		Commentary										Scoring
18.	Increase the number of high quality job opportunities suited to the needs of the local workforce	Investment to deliver mixed use retail and leisure schemes on key brownfield sites will help to create jobs and make a significant positive contribution towards this objective. The policy also seeks to improve access to jobs within the Airedale corridor, particularly for disadvantaged communities, which will further help to have positive impacts on this objective.										Move towards significantly.
19.	Support investment and enterprise that respects the local character and needs of Bradford and the wider area	The investment priorities will make a significant positive contribution towards this objective supporting the regeneration of Keighley and Bingley and also the wider sub area.										Move towards significantly.
<b>Summary:</b>		The policy will have overwhelmingly significantly positive impacts on most of the SA objectives. The investment priorities identified will help to deliver an integrated transport network, reduce the need to travel by car, with resultant beneficial impacts for climate change and air quality and help to deliver housing renewal. The policy will also help improve the quality of the built environment and improve the quality of all neighbourhoods through supporting the regeneration of Keighley and Bingley town centres. There will also be positive economic benefits.										
		There is one negative impact in relation to making efficient use of land as the policy supports local green belt releases, though it is noted that such releases must meet accessibility standards.										
<b>Mitigation:</b>		Consideration should be given to renewable energy infrastructure being an investment priority.										

## Policy WD1 Wharfedale Sub Area

KEY	--	-	Move away significantly	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy WD1 – Wharfedale Sub Area	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	<p>The new development proposed for Ilkley, Addingham and Burley in Wharfedale and Menston will use energy and natural resources. The policy makes no mention of renewable energy or seeking to make efficient use of energy and natural resources.</p> <p>However, this policy will be read in conjunction with all others in the Plan. For example, it is recognised that policy EN6 promotes renewable and low carbon energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. Strategic Core Policy 2 and HO9 re relevant, which address carbon reduction, energy efficiency and housing design quality (including the use of sustainable design). This will help to mitigate to some extent the effect that no direct reference is made in the policy to renewable energy generation.</p> <p>It is also noted that this area is very sensitive for renewable energy generation in light of the landscape character assessment and the findings of the HRA.</p> <p>Overall and in light of the wider policy framework in the plan given by Strategic Core Policy SC2, Environment Policy EN6 and Housing Policy HO9, impacts will not be negative.</p> <p><b>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency, with due consideration give to the appropriateness of development given landscape character.</b></p>	Neutral	Uncertain
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	<p>The new housing and employment land proposed in this policy will result in significant new development and as a result will generate waste. There is no specific mention of waste or measures to minimise waste generation although it would be in accordance with policy WM1 elsewhere in the Core Strategy. However, it is acknowledged that there is a high degree of environmental sensitivity in this area due to landscape character assessment of this area and findings of the HRA.</p> <p>New housing development in Ilkley should be able to access existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible. New housing development in the other Wharfedale towns should be able to access existing recycling facilities and kerbside collection services, which will help to have a minor positive impact upon this objective.</p> <p><b>Reference could be made under the Environment section to promoting waste minimisation and encouraging recycling within Wharfedale in order to increase the sustainability of this policy option.</b></p>	Move towards marginally.	Uncertain
3. Reduce the district's impact on climate change and vulnerability to its effects	<p>Travel by car may increase greenhouse gas emissions however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p>		Uncertain

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

**SA Objectives**

**Policy WD1 – Wharfedale Sub Area**

Commentary	Scoring
<p>Development in the following locations contributes uncertainly towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy (see Objective 9) to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions:</p> <ul style="list-style-type: none"> <li>• New housing in Ilkley may be able to access existing public transport services (bus and rail), local services / facilities and employment. However, Ilkley is not served by a high frequency bus route, which may discourage bus use and trains on the rail line are already at full capacity during peak times.</li> <li>• New housing in Burley and Menston may be able to access existing public transport services (bus and rail), local services / facilities and employment in the local area. However, these areas are not served by high frequency bus services and local services / facilities provision and employment is limited in both towns. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere. Trains on the rail line are also already at full capacity during peak times.</li> <li>• New housing in Addingham may be able to access existing public transport services (bus), local services / facilities and employment in the local area. However, Addingham is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant contribution towards this objective.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p><b>Reference could also be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency.</b></p>	

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy WD1 – Wharfedale Sub Area										
		Commentary										Scoring
<p>4. Safeguard and improve air, water and soil resources</p>	<p>Travel by car may increase emissions to air however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling, and thus could help to reduce the effect of car travel upon local air quality.</p> <ul style="list-style-type: none"> <li>New housing in Ilkley may be able to access existing public transport services (bus and rail), local services / facilities and employment. However, Ilkley is not served by a high frequency bus route, which may discourage bus use and trains on the rail line are already at full capacity during peak times.</li> <li>New housing in Burley and Menston may be able to access existing public transport services, local services / facilities and employment in the local area. However, Burley and Menston are not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere. Trains on the rail line are also already at full capacity during peak times.</li> <li>New housing in Addingham may be able to access existing public transport services, local services / facilities and employment in the local area. However, Addingham is not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>		<p>Uncertain (Air Resources)</p>									

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

<b>SA Objectives</b>		<b>Policy WD1 – Wharfedale Sub Area</b>										
		<b>Commentary</b>										<b>Scoring</b>
		<p>This policy sees to protect and enhance the role of the River Wharfe as a key green infrastructure corridor and the ecosystem services it provides in relation to biodiversity, water quality and flood risk reduction, amongst other things. This will help to protect water resources and have a minor positive impact upon this objective.</p> <p>Whilst flood risk is mentioned, there is potential for development in the floodplain to take place and so the following developments could have negative impacts:</p> <ul style="list-style-type: none"> <li>• There is the potential for new housing development in Ilkley to have an effect upon water quality and flood risk. Parts of this town lie within Flood Zones 2 and 3 associated with the River Wharfe, including Green Belt land.</li> <li>• There is the potential for new development in Burley and Menston to have an effect upon water quality and flood risk, parts of these towns and / or the surrounding greenfield land lie within or in close proximity to significant areas of floodplain.</li> <li>• There is the potential for new development in Addingham to have an effect upon water quality and flood risk. Parts of this Local Service Centres and / or the surrounding greenfield land are within or in close proximity to significant areas of floodplain.</li> </ul> <p>However, given the policy aims to protect and enhance the role of the River Wharfe in relation to water quality and flood risk reduction, overall there will be positive impacts in relation to water quality.</p> <p>The policy will help to re-use PDL and help to minimise use of greenfield land resulting in a positive contribution in relation to soil resources, but this does not mitigate the loss of greenfield land/agricultural land in the following locations which will be required to deliver the number of houses proposed:</p> <ul style="list-style-type: none"> <li>• Ilkley will see the creation of 800 new homes in focused on urban redevelopment opportunities including a significant contribution from green belt changes in sustainable locations. The policy also identifies the creation of high quality employment land at Ilkley. Depending upon the location of new housing and employment in Ilkley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land. Land alongside the River Wharfe, to the north, east and west of Ilkley, the land is Grade 3</li> </ul>										Move towards marginally (water resources)

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy WD1 – Wharfedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<p>Depending upon the location of new housing in Menston and Burley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.</p> <ul style="list-style-type: none"> <li>Depending upon the location of new development in Addingham, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.</li> <li>Burley in Wharfedale will see creation of 200 new homes to meet local need through redevelopment of sites within the village and from some local green belt changes.</li> </ul> <p>However, it is recognised that some development on green belt land is required in order to ensure development in sustainable locations and to ensure that the development needs of Ilkley, Addingham, Burley in Wharfedale and Menston are met.</p> <p><b>In order to mitigate the adverse impacts from the loss of greenfield land it is recommended that the policy references Strategic Core Policy SC7 in relation to green belt review and the application of the Sequential Approach to the allocation of land outlined in Strategic Core Policy SC5.</b></p>												
<b>Scoring</b>												
Move towards marginally (soil resources)												
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KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy WD1 – Wharfedale Sub Area										
		Commentary										Scoring
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	<p>The following development has the potential to impact upon biodiversity and in particular on the South Pennine Moors SPA, SAC and SSI:</p> <ul style="list-style-type: none"> <li>There is the potential for new housing in Ilkley to have an effect upon biodiversity (e.g. disturbance, loss of habitat). Development of this area would involve the use of Green Belt, a large part of which falls within the South Pennine Moors SPA, SAC and SSSI. Large parts of the Green Belt are also designated as Bradford Wildlife Areas, and comprise ancient woodland.</li> <li>There is the potential for new housing development in Burley and Menston to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding the towns and both brownfield and greenfield land can also support a range of habitats and species. Burley is within 1km of the South Pennine Moors SPA, SAC and SSSI. Menston is within 2km.</li> <li>There is the potential for new development in Addingham to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding the town and both brownfield and greenfield land can also support a range of habitats and species. Addingham is within 2km of the South Pennine Moors SPA, SAC and SSSI.</li> </ul> <p>In addressing the above potential effects, the policy seeks to protect and enhance the integrity and mosaic of moorland habitats, of Ilkley and Rombolds Moor and areas of importance to the North Pennine Moors SPA/SAC and SSI resulting in a positive contribution. No specific mention is made of ensuring the sites are protected from land use and public access, which is particularly important in light of the HRA undertaken and the recommendation for mitigation zoning around this designation. However, the policy is also read in conjunction with Policy SC 8 which is explicit that development will not be permitted where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, of the South Pennine Moors Special Protection Area and Special Area of Conservation and does set out the requirements for development within the identified zones of influence.</p> <p>The policy also includes a requirement to improve and enhance the role of the River Wharfe as a key infrastructure corridor and the ecosystem services it provides. The policy also recognises the importance of field patterns, tree cover and the wider context of moorland, river and woodland in habitats for a diverse range of species. This will have positive impacts upon this objective but does not mitigate the potential adverse impacts from land use and access on the South Pennine Moors and so overall there are minor negative impacts.</p> <p><b>The policy wording could be improved through specific mention of land use and public access impacts on the national and internationally designated sites, since the latter are likely to be the key issues associated with new housing and the resulting increased population in Ilkley and other Wharfedale towns on the South Pennines SPA, SAC and SSSI.</b></p>	Move towards marginally										

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy WD1 – Wharfedale Sub Area													
SA Objectives												Scoring	
Commentary													
<p>6. Maintain and enhance the character of natural and man made landscapes</p>												<p>Overall, the policy seeks to protect and enhance landscape character in Wharfedale, and recognises the importance of field patterns, tree cover and the wider context of moorland, river and woodland in habitats for a diverse range of species and contributing towards Wharfedale's distinctive character, resulting in a positive contribution, but this does not mitigate the loss of Green Belt. The Green Belt contributes positively to the landscape character of the area. It also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on open space, greenfield and Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents:</p> <ul style="list-style-type: none"> <li>• There are no landscape designations covering Ilkley. Notwithstanding this, new housing development in Ilkley is likely to result in the loss of greenfield land, including Green Belt given the policy wording 'Ilkley will see the creation of 800 new homes in focused on urban redevelopment opportunities including a significant contribution from green belt changes in sustainable locations'.</li> <li>• There is the potential for new development on brownfield sites in Burley and Menston to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings). However, new housing development may also involve the use of Greenfield land, including Green Belt.</li> <li>• There is the potential for new development on brownfield sites in Addingham to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings). However, new housing development may also involve the use of greenfield land, including Green Belt deletions at Addingham.</li> </ul> <p>The policy sets out provision for the creation of high quality employment land at Ilkley. This would potentially involve the loss of greenbelt land and would also raise issues in respect of the HRA and the suggested mitigation zoning for the South Pennine Moors SPA and SAC. However, any changes to the Green Belt would be subject to the selective Green Belt reviews identified in (SC7) and the need for such changes contingent on the application of the sequential approach to the allocation of land for development outlined in SC5.</p> <p><b>Consideration should be given as to whether a specific Green Belt release should be identified in the Core Strategy in relation to the proposal for high quality employment land at Ilkley, or whether such releases should be subject to further appraisal as part of later documents such as the Site Allocations DPD.</b></p>	<p>Move away marginally</p>

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy WD1 – Wharfedale Sub Area												
SA Objectives												Scoring
Commentary												
<p>7. Protect and enhance historic assets and their settings</p>												<p>Move towards significantly.</p>
<p>8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources</p>												<p>Move towards significantly.</p>
<p>9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts</p>												<p>Move towards marginally.</p>

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy WD1 – Wharfedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<ul style="list-style-type: none"> <li>There is limited public transport service provision (i.e. no high frequency bus services) in Burley and Menston and trains on the rail line are at capacity during peak times.</li> <li>There is limited public transport service provision (i.e. no high frequency bus services) in Addingham.</li> </ul> <p>The following improvements to existing transport infrastructure are proposed:</p> <ul style="list-style-type: none"> <li>Improved public transport within and between Ilkley and Wharfedale towns including rail station, cycleway and PROW improvements.</li> <li>Implement stronger demand management in Wharfedale.</li> <li>Improve public transport access between Wharfedale, Airedale and the City of Bradford, Craven and Leeds.</li> <li>Improve surface access and public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections with Ilkley.</li> </ul> <p>These improvements would increase accessibility and contribute positively to reducing congestion.</p> <p><b>It is recommended that the policy wording recognises that there is no high frequency (10 minute) bus service to Ilkley.</b></p>												
<b>Scoring</b>												

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy WD1 – Wharfedale Sub Area												
Commentary												
Scoring												
<p>Development in the following locations is considered to make an uncertain towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive effect:</p> <ul style="list-style-type: none"> <li>New housing in Ilkley may be able to access existing public transport services (bus and rail), local services / facilities and employment. These aspects help to reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling. However, Ilkley is not served by a high frequency bus route and trains on the rail line are at capacity during peak times.</li> <li>New housing in Burley and Menston may be able to access existing public transport services, local services / facilities and employment. These aspects help to reduce the need to travel by car for certain journeys and encourage public transport use, walking and cycling. However, the area is not served by high frequency bus services, trains on the rail line are at capacity during peak times and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing in Addingham may be able to access existing public transport services, local services / facilities and employment. These aspects help to reduce the need to travel by car for certain journeys and encourage public transport use, walking and cycling. However, these areas are not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. However, in all cases there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												
<p>10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car</p>												
<p>Uncertain.</p>												
<p>Move towards marginally.</p>												

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy WD1 – Wharfedale Sub Area										
		Commentary										Scoring
<p>11. Improve the quality of the built environment and make efficient use of land and buildings</p>	<p>Overall, the policy seeks to protect and enhance landscape character in Wharfedale resulting in a positive contribution. However, the policy does make provision of land from green belt changes to facilitate development in sustainable locations', including:.</p> <ul style="list-style-type: none"> <li>• New development in Ilkley is likely to involve the development of greenfield land, including Green Belt.</li> <li>• New development in Burley and Menston is likely to involve the development of greenfield land, including Green Belt.</li> <li>• New development in Addingham is likely to involve the development of greenfield land, including Green Belt.</li> </ul> <p>This will have minor negative impacts in relation to making efficient use of land.</p> <p>Land allocation will follow the sequential approach outlined in SC5 (priority to the re-use of deliverable and developable previously developed land and buildings provided that it is not of high environmental value, second priority to other greenfield opportunities within the settlement and third priority to Local Green Belt releases). Accepting that greenfield land will be needed, in order to deliver the most sustainable pattern of development, the use of the principles of the strategic policies will ensure that is allocated efficiently.</p> <p>Importantly the policy seeks to conserve and enhance the designated and undesignated heritage assets, which will have a significant positive contribution to the quality of the built environment.</p> <p>Some flexibility in affordable housing targets is also allowed to secure the most appropriate level and quality of development, which will further help to have positive impacts on the quality of the built environment.</p>											<p>Move away marginally</p>
												<p>Move towards significantly.</p>

KEY	SA Objectives		Policy WD1 – Wharfedale Sub Area					Scoring			
	Move away significantly	- -	-	Move away marginally	+	Move towards marginally	++		Move towards significantly	0	Neutral

SA Objectives		Policy WD1 – Wharfedale Sub Area										
		Commentary										
12. Improve the quality and range of services available within communities and connections to wider networks	<p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>New housing in Ilkley may be able to access local services / facilities, employment and existing public transport services (bus and rail) in the town, which connect Ilkley to the Sub Regional City. Notwithstanding this, Ilkley is not served by a high frequency bus route and trains on the rail line are at capacity during peak times.</li> <li>New housing in Burley and Menston may be able to access existing public transport services and local services / facilities. However, it is not served by high frequency bus services and services / facilities provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities elsewhere.</li> <li>New housing in Addingham may be able to access existing public transport services and local services / facilities. However, these areas are not served by high frequency bus services and services / facilities provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p>Notwithstanding this, the effect of an increase in population on existing service provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service provision improvements in relation to the phasing of housing and employment development. To achieve the improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>	Uncertain										
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	Overall, the pattern of development will have a positive effect.	Move towards marginally.										
14. Create good cultural, leisure and recreation activities available to all	Improvements to cycleways and PROW are identified that will have a significant positive effect. Improvements to the Green Infrastructure along the River Wharfe including informal recreation and public transport corridor are proposed.	Move towards marginally.										



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy WD1 – Wharfedale Sub Area</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<p>The Settlement Study indicates that there are a range of sports and recreation facilities in Ilkley and the policy proposes further community facilities (especially open space and recreation) to address deficiencies. The policy also seeks to protect and enhance the role of the River Wharfe in relation to informal recreation.</p> <ul style="list-style-type: none"> <li>The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Burley although there is some shortfall in play areas and open space.</li> <li>The Settlement Study identifies a lack of parks and gardens and / or community facilities (allotments and amenity green space) in Menston.</li> <li>The Settlement Study identifies a lack of parks and gardens and / or community facilities in Addingham. There is also a lack of provision for children and teenagers in Addingham.</li> <li>It is unknown whether the development of land would result in the loss of leisure and recreation space (e.g. playing fields). The potential loss of leisure and recreation space in this area as a result of new development needs to be considered.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. The effect of an increase in population on facilities provision also needs to be considered.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and community facility improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health , education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												
<p>The potential effect of new development in Wharfedale upon this objective will depend upon the type and design of any new development.</p> <p>Mitigating flood risk will help to reduce the risk of flooding for people and property and improve community safety in this respect making a minor positive contribution towards this objective.</p> <p>The design policies in the plan will help to ensure that new development in the Wharfedale Sub Area is well designed and also there is a requirement to ensure that design of new developments minimises the chances of crime. This will help to have positive impacts on this objective.</p>												
<p>15. Improve safety and security for people and property</p>												
<b>Scoring</b>												
Move towards marginally.												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy WD1 – Wharfedale Sub Area													
SA Objectives												Scoring	
Commentary													
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	<p>Policy seeks to help connect disadvantaged communities to employment that will have a significant positive effect on well-being of the currently unemployed.</p> <p>Improvements to cycleways and PROW are identified.</p> <p>Improvements to the Green Infrastructure along the River Wharfe and public transport corridor are proposed.</p> <p>In addition, in terms of health care facilities, development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• There are several doctors' surgeries, dental surgeries and pharmacies in Ilkley.</li> <li>• The Settlement Study indicates that there are more than one dental surgery, doctors' surgery and pharmacy in Menston and Burley.</li> <li>• The Settlement Study indicates that there is a doctors' surgery and pharmacy in Addingham but no dental surgery.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective. Notwithstanding this, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service and health provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												Move towards marginally.
17. Promote education and training opportunities which build the skills and capacity of the population	<p>Policy supports the role of the Education department in generating employment.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• There are four primary schools, one secondary school and one further education facility in Ilkley. These facilities could be accessible from new housing development although there are concerns about capacity at Ilkley Grammar School; the policy also proposes additional school provision.</li> <li>• The Settlement Study indicates that there are 4 one or more primary schools in Burley and Menston, although there is concern about capacity at Menston Primary School.</li> <li>• The Settlement Study indicates that there are one or more primary schools in Addingham although there is concern about capacity.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been</p>												Move towards marginally.

KEY	--	-	+	++	0	Neutral	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly				

SA Objectives		Policy WD1 – Wharfedale Sub Area						
		Commentary						
		Scoring						
		<p>identified will make a positive contribution towards this objective.</p> <p>Bradford's Education Authority does forward plan for schools looking at future demand for places (against current provision). Analysis of data on schools in this area suggests that there is spare capacity at present but that by 2019/20 there will be a shortfall in places against projected demand. There is also anecdotal evidence from the Ilkley Gazette which suggests that there is pressure on school places:</p> <p><i>'Current projections show there is a shortfall in places in the secondary phase in most parts of the District, and many primary planning areas are already, or are anticipated, to have a deficit in capacity in the next five years despite a significant programme of school expansion currently under way'</i></p> <p>(source: <a href="http://www.ilkleygazette.co.uk/opinion/opinion_letters/10213776.Letters_to_the_Editor">http://www.ilkleygazette.co.uk/opinion/opinion_letters/10213776.Letters_to_the_Editor</a>)</p> <p>The effect of an increase in population on existing education provision and access to secondary schools in surroundings areas needs to be considered (i.e. whether there is sufficient capacity to meet demand). <b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and education improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>						
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		<p>The high quality employment land proposed for Ilkley will help to create job opportunities for the town and have a positive impact upon this objective.</p> <p>The policy also supports the role of Ilkley Town Centre as a location for a mix of retail, leisure and office development on an appropriate scale and also supports the role of Burley in Wharfedale, Addingham and Menston for limited retail and leisure development. This will help to create job opportunities in these towns and make a positive contribution towards this objective.</p>						
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		<p>The development of new housing and employment in Wharfedale should help to encourage further inward investment into this area. The high quality employment land proposed for Ilkley will help to attract inward investment and have positive impacts upon this objective, as will supporting the roles of Ilkley Town Centre, Burley in Wharfedale, Addingham and Menston for limited retail and leisure developments.</p>						

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy WD1 – Wharfedale Sub Area**

**Commentary**

**Scoring**

**Summary:**

The policy will have a number of positive impacts, particularly in relation to climate change and air resources through the public transport improvements proposed, protection for the historic environment, and also for biodiversity. The policy seeks to enhance the role of the River Wharfe and recognises the importance of field patterns, tree cover and the wider context of moorland, river and woodland in habitats for a diverse range of species.

The policy will also have positive economic impacts as the support for the roles of Ilkley Town Centre, Burley In Wharfedale, Addingham and Menston will help to create job opportunities in these areas and help to ensure that local needs are met.

Whilst it has been identified that the new housing proposed for the Wharfedale Sub Area may have uncertain impacts in relation to transport, due to existing issues with the public transport in the Wharfedale Sub Area, the improvements to public transport should have a significant positive impact and will help to ensure that the new housing developed will be sustainable.

Land use and public access impacts on the South Pennine Moors SPA, SAC and SSSI is a key consideration since the new housing and the resulting increased population in Ilkley and other Wharfedale towns could have adverse impacts on the South Pennines SPA, SAC and SSSI. However, through the approach taken in the policy itself as well as the overarching Strategic Core Policy SC8 any development that would have an adverse impact on the SAC/SPA would not be permitted and so no adverse effects should occur.

The policy will have negative impacts in relation to making efficient use of land and landscape due to the need for green belt releases for new development. This could raise issues in respect of the HRA in relation to the suggested mitigation zoning for the South Pennine Moors SPA and SAC, though it is recognised that green belt releases are required in order to ensure development in sustainable locations. However, land allocation will follow the sequential approach outlined in SC5 (priority to the re-use of deliverable and developable previously developed land and buildings provided that it is not of high environmental value, second priority to other greenfield opportunities within the settlement and third priority to Local Green Belt releases). In addition and as mentioned above, the approach taken in this policy together with the measures in overarching Strategic Core Policy SC8 will ensure no adverse effects occur from new development.

**Mitigation:**

A number of considerations are set above in bold text as part of the appraisal of the policy against the SA objectives.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy WD2 – Investment priorities for the Wharfedale Sub Area										
		Commentary										Scoring
		Overall impacts on this objective are considered to be neutral.										
8.	To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	The policy supports a number of local green belt releases, which will help to ensure that there is sufficient land available for new housing development and have a minor positive impact on this objective.										Move towards marginally.
9.	Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	One of the investment priorities is to support improvements to the quality and capacity of public transport along Wharfedale to Craven, the City of Bradford and the City of Leeds and also improvements to the quality and capacity of public transport including new road infrastructure and links along the Wharfedale corridor. This will have significant positive impacts on this objective.										Move towards significantly.
10.	Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	One of the investment priorities is to support improvements to the quality and capacity of public transport along Wharfedale to Craven, the City of Bradford and the City of Leeds and also improvements to the quality and capacity of public transport including new road infrastructure and links along the Wharfedale corridor. Whilst the investment in new road infrastructure may increase use of lorry/car this will be mitigated by the public transport improvements outlined. Overall impacts on this objective are considered to be significantly positive.										Move towards significantly.
11.	Improve the quality of the built environment and make efficient use of land and buildings	The investment priorities outlined includes delivering enhancements to the public realm, mixed use and retail and leisure schemes on key Brownfield sites in Ilkley and will have a significant positive impact upon this objective. The investment priorities support local green belt releases which will have negative impacts upon this objective.										Move towards significantly. Move away marginally.
12.	Improve the quality and range of services available within communities and connections to wider networks	The policy seeks to improve public transport, the quality of the public realm in Ilkley and to deliver mixed use retail and leisure schemes										Move towards significantly.
13.	Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The investment priorities will help to have a significant positive impact upon this objective. They will help to deliver regeneration of the Wharfedale Sub Area, which will help to improve the quality of all neighbourhoods.										Move towards significantly.
14.	Create good cultural, leisure and recreation activities available to all	New leisure schemes will be provided in Ilkley which will make a significant positive contribution towards this objective.										Move towards significantly.



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy WD2 – Investment priorities for the Wharfedale Sub Area												
SA Objectives		Commentary										Scoring
15. Improve safety and security for people and property		Providing infrastructure to manage flood risk will help to reduce people and property being at risk of flooding and therefore improve safety, which will have a significant positive impact upon this objective.										Move towards significantly.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The investment priorities outlined will help to deliver public transport improvements, which will help to reduce vehicle emissions and have beneficial health impacts. The investment priorities will also help to deliver new leisure developments which will provide opportunities to improve health and well-being. Overall there will be significant positive impacts upon this objective.										Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population		The policy will help to deliver regeneration of Ilkley through support for redevelopment of key brownfield sites for mixed use retail and leisure schemes. The policy also supports a number of green belt releases in sustainable locations, which will provide new land for economic development. Both of these measures may provide training opportunities depending upon the final details of any development which will help										Move towards significantly.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy will help to deliver regeneration in Ilkley and to improve public transport, which will have benefits in terms of job creation in Ilkley and also help to improve access to jobs. Overall, there will be significant positive impacts on this objective.										Move towards significantly.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy will help to attract investment into Ilkley through support for regeneration of Key Brownfield sites. The support for the public transport improvements outlined will also help to attract inward investment. Overall there will be significant positive impacts on this objective.										Move towards significantly.
<b>Summary:</b>												
The policy will have largely significantly positive impacts. The policy will help to deliver regeneration in Ilkley, manage flood risk and deliver significant public transport improvements along Wharfedale to Craven, the City of Bradford and the City of Leeds. This has benefits in relation to climate change and air resources, through reduced vehicle use and emissions and also economic benefits through increasing access to jobs.												
The investment priorities support the release of local green belt releases, which scores negatively in relation to landscape and making the most efficient use of land. However, it is acknowledged that these releases are required to meet development needs and that the policy only supports green belt releases in sustainable locations.												



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy WD2 – Investment priorities for the Wharfedale Sub Area**

**Commentary**

**Mitigation:**

The investment priorities outlined do not mention waste minimisation and so it is recommended that the investment priorities include a requirement for waste minimisation.

The investment priorities outlined do not mention renewable energy and so it is recommended that consideration is given to investment in renewable energy infrastructure.

Consideration needs to be given as to whether the development needs of Menston can be met without green belt releases.

**Scoring**

## Policy PN1 South Pennine Towns and Villages Sub Area

KEY	--	-	-	+	++	0	Neutral	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly					

SA Objectives		Policy PN1 – South Pennine Towns and Villages Sub Area	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	<p>The policy does not make any specific mention of renewable energy, although it is recognised that policy EN6 promotes renewable and low carbon energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. The aims of policy EN6 will have significant positive impacts. However, the policy will also be read in conjunction with Strategic Core Policy SC2, and Housing Policy H09, which address carbon reduction, energy efficiency and housing design quality (including the use of sustainable design), which will mitigate to some extent the impacts of no direct reference in this policy to renewable energy generation.</p> <p>It is also noted that this area is very sensitive for renewable energy generation in light of the landscape character assessment and the findings of the HRA.</p> <p>Overall and in light of the wider policy framework in the plan given by Strategic Core Policy SC2, Environment Policy EN6 and Housing Policy H09, impacts will not be negative.</p> <p><b>Reference could be made under the Environment section to use the opportunities provided by new development to maximise renewable energy generation and opportunities for energy efficiency, with due consideration given to the appropriateness of development given landscape character.</b></p>	Neutral.	
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	<p>The new housing and employment land proposed in this policy will result in significant new development and as a result will generate waste. There is no specific mention of waste or measures to minimise waste generation</p> <p>In the policy although development would be in accordance with policy WM1 elsewhere in the Core Strategy.</p> <p>There is no specific mention of waste or measures to minimise waste generation.</p> <p>New housing development in the South Pennine towns should be able to access existing recycling facilities and kerbside collection services, which would help to have a minor positive impact upon this objective.</p> <p><b>Reference could be made under Environment to promoting waste minimisation and encouraging recycling within the South Pennine Towns and Villages in order to increase the sustainability of this policy option.</b></p>	Move towards marginally.	
3. Reduce the district's impact on climate change and vulnerability to its effects	<p>Travel by car may increase greenhouse gas emissions however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p> <p>Development in the following locations contributes uncertainly towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective. The</p>	Move towards marginally.	

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN1 – South Pennine Towns and Villages Sub Area												
SA Objectives												Scoring
Commentary												
<p>aspects mentioned in relation to each location should help reduce the need to travel by car for short journeys and encourage the use of more sustainable modes of transport, thus helping to reduce greenhouse gas emissions from car travel - exhaust emissions:</p> <ul style="list-style-type: none"> <li>• New housing in Queensbury, Thornton and Wilsden may be able to access existing public transport services (high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited in these areas, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>• New housing in Cullingworth, Denholme, Harden, Haworth, Oakworth and Oxenhope may be able to access existing public transport services, local services / facilities and employment in the local area. However, these areas are not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy PN1 – South Pennine Towns and Villages Sub Area										
		Commentary										Scoring
4. Safeguard and improve air, water and soil resources	<p>Travel by car may increase emissions to air however the policy seeks to ensure that strategic patterns of development maximise the opportunities to use non-car modes and reduce the need to travel.</p> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the Policy to address deficiencies that have been identified resulting in a positive contribution towards this objective. The aspects mentioned should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling, and thus could help to reduce the effect of car travel upon local air quality.</p> <ul style="list-style-type: none"> <li>New housing in Queensbury, Thornton and Wilsden may be able to access existing public transport services (high frequency bus route), the cycle network, and local services / facilities and employment. Notwithstanding this, services / facilities provision and employment is limited in these areas, residents may have to travel by car to access certain services / facilities and employment elsewhere.</li> <li>New housing in Cullingworth, Denholme, Harden, Haworth, Oakworth and Oxenhope may be able to access existing public transport services, local services / facilities and employment in the local area. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall, the pattern of development and public transport improvements to address deficiencies is considered to have an uncertain impact on this objective.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p><b>Under the Environment section the is no mention of water resources or flood risk, despite the River</b></p>	<p>Uncertain (air resources).</p>										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

SA Objectives		Policy PN1 – South Pennine Towns and Villages Sub Area										
		Commentary										Scoring
		<p><b>Aire running through the north of Bradford, therefore an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk should be included as there is potential for new housing and employment development to impact upon local water quality and either be at risk of flooding or increase flood risk elsewhere in the catchment.</b></p> <p>Overall, given no objective relating to water quality and flood risk the pattern of development is considered to have a negative effect:</p> <ul style="list-style-type: none"> <li>Queensbury is not located within the floodplain and there are no main watercourses in the proximity. Notwithstanding this, consideration should be given to the potential effect of any new development in this area upon the water quality of springs surrounding the town and upon flood risk elsewhere.</li> <li>Oakworth is not located in the floodplain and there are no main watercourses in the proximity. Notwithstanding this, consideration should be given to the potential effect of any new development in this area upon the water quality of springs surrounding the town and upon flood risk elsewhere.</li> <li>There is the potential for new development in Thornton to have an effect upon water quality and flood risk. Part of this town and / or the surrounding greenfield land lie within Flood Zones 2 and 3.</li> <li>There is the potential for new development in Cullingworth, Wilsden, Denholme, Oxenhope, Howarth and Harden, to have an effect upon water quality and flood risk. Parts of these Local Service Centres and / or the surrounding greenfield land lie within Flood Zones 2 and 3. Harden in particular is within or in close proximity to significant areas of floodplain.</li> </ul> <p>There will be a loss of greenfield land/agricultural land in the following locations which will be required to deliver the number of houses proposed:</p> <ul style="list-style-type: none"> <li>Local Growth Centres of Queensbury and Thornton will between them see the creation of new</li> </ul>										Move away marginally (water resources)

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN1 – South Pennine Towns and Villages Sub Area														
SA Objectives														
Commentary														
Scoring														
													<p>employment and 1,700 new homes from sites within the urban area together with a significant contribution from green belt change in sustainable locations. However, new housing development in Queensbury and Thornton is unlikely to result in the loss of good quality agricultural land. Agricultural land surrounding these towns is graded as Grade 4.</p> <ul style="list-style-type: none"> <li>Depending upon the location of new development in Cullingworth, Harden and Wilsden, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns. New development in Oxenhope, Haworth, Oakworth and Denholme is unlikely to result in the loss of good quality agricultural land. Agricultural land surrounding these towns is graded as Grade 4.</li> </ul> <p>Overall, due to the loss of some greenfield/agricultural land there will be minor negative impacts upon this objective. However, it is noted that development on this land is required to ensure that development needs can be met.</p>	Move away marginally (soil resources)
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats													<p>The policy seeks to protect and enhance the biodiversity and landscape character of the Pennine Uplands, Wilsden, Worth and North Beck Valley. The policy also seeks to protect the ecological integrity, the wilderness appeal and wide open skylines of the South Pennine Moors from adverse impacts, enhance the value and connectivity of upland fringe habitats and seek to manage pressure from visitors. The policy also requires that due to the close proximity of open moorland to the Pennine Towns and Villages that development must be sensitively managed. All of these measures will help to have a significant positive impact upon this objective.</p> <p>No specific mention is made in the policy of ensuring that sites are protected from land use and public access. In this respect, the policy promotes the tourism and leisure roles of Haworth and Thornton, which could have adverse impacts on the South Pennine Moors SAC and SPA (i.e. due to increased visitor pressure). However, it is noted that the policy seeks to manage visitor pressure on the South Pennine Moors, which would have positive impacts on this objective.</p>	Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy PN1 – South Pennine Towns and Villages Sub Area										
		Commentary										Scoring
		<p>There is the potential for new housing development in Queensbury and Thornton to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There is a total of four Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding Queensbury and Thornton. Both brownfield and greenfield land can also support a range of habitats and species. Queensbury and Thornton are within 5km of the South Pennine Moors SPA, SAC and SSSI.</p> <p>There is the potential for new development in the Local Service Centres comprising the South Pennines towns and villages to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, ancient woodland, and / or SEGIs within and / or in the area surrounding the Local Service Centres. Both brownfield and greenfield land can also support a range of habitats and species. Haworth and Oxenhope are within 2km of the South Pennine Moors SPA, SAC and SSSI. Wilsden, Denholme, Cullingworth, Harden, Oakworth are within 5km. Given the HRA recommendations in terms of mitigation zoning around the South Pennine Moors there is potential for developments in these areas to have adverse impacts without appropriate mitigation. However, it is noted that the policy requires development to be sensitively managed, due to the close proximity of open moorland to the Pennine Towns and villages. This will help mitigate any adverse impacts of development and have positive impacts on this objective.</p>										Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes		<p>Overall, the policy seeks to protect and enhance landscape character (in particular of the Pennine Uplands, Wilsden, Worth and North Beck Valley), and also the cultural landscapes resulting in a positive contribution but this does not mitigate the loss of Green Belt. Green Belt contributes positively to landscape character. Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on open space, greenfield and Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents:</p> <ul style="list-style-type: none"> <li>• There is the potential for new development on brownfield sites in Thornton and Queensbury to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings). However, new housing development may also involve the use of Greenfield land, including Green Belt deletions in both towns.</li> </ul>										Move away marginally



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy PN1 – South Pennine Towns and Villages Sub Area**

**Commentary**

7. Protect and enhance historic assets and their settings

There is the potential for new development on brownfield sites in Oxenhope and Wilsden to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings). However, new housing development may also involve the use of Greenfield land, including Green Belt deletions in both towns.

There is the potential for new development on brownfield sites in Cullingworth, Denholme, Harden, Haworth and Oakworth to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings). However, new housing development may also involve the use of Greenfield land, although no Green Belt deletions are proposed.

Overall, there will be a minor negative impact on this objective, due to the need for local greenbelt releases, although it is recognised that these are required to ensure that development needs are met.

There is the potential for new housing development to have an effect upon Listed Buildings and upon the character and setting of Conservation Areas (with the exception of Denholme and Harden which are not designated Conservation Areas) covering all or part of the South Pennine towns. Queensbury is a good example of a Victorian era industrial village. The Black Dyke Mill buildings in the Brighouse Road employment site in Queensbury are Grade II Listed. The potential for unknown archaeology to be present in all areas should also be taken into consideration. However, the policy seeks to conserve and enhance the heritage values of the Pennine Towns and villages, in particular the cultural associations of the Bronte Landscape and the dense patchwork effect of stone wall field boundaries and also those in the Haworth Conservation.

Notwithstanding this, the tourism and leisure destination roles of Haworth and Thornton are promoted and so impacts on historic assets in these areas could be adversely affected (due to increased visitor pressure) resulting in an uncertain impact. However, it is noted that the policy promotes sustainable tourism in these areas that respects the Bronte Heritage, which will help to mitigate any adverse impacts from increased visitor pressure. The policy also requires that due to the close proximity of open moorland to the Pennine Towns and Villages and the significance of heritage assets development must be sensitively managed.

Overall, the policy does seek to protect and enhance the historic environment in this area, which will have a minor positive impact on this objective.

Move towards marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN1 – South Pennine Towns and Villages Sub Area													
SA Objectives												Scoring	
Commentary													
<p>8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources</p>												<p>The development of 3,500 new homes in the South Pennines towns and villages should help to meet identified need in this area.</p> <p>Policy H011 sets out affordable housing requirement and, subject to viability, the Council will negotiate up to 20% in towns, suburbs and villages. The policy states that affordable housing will be required on sites of 15 dwellings and more and on sites over 0.4hectares in size. This site size threshold is lowered to 5 dwellings in the villages of Haworth, Oakworth, Oxenhope, Denholme, Cullingworth, Harden, Wilsden and Cottingley. This will help to deliver affordable housing in the south Pennine Towns and Villages Area.</p> <p>The SHMA notes the level of affordable housing need for Queensbury and Thornton is equivalent to 25% of total need in the district. Housing affordability is a key issue in this area notably in Cullingworth, Haworth, Oakworth and Wilsden and this should be recognised in the policy text.</p> <p>Whilst it is noted that Policy H011 sets targets for affordable housing as informed by the SHMA, consideration should be given to whether the 20% requirement for towns, villages and suburbs is sufficient to meet need.</p>	<p>Move towards marginally.</p>
<p>9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts</p>												<p>The policy requires that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce overall need to travel and to improve public transport within and between the settlements of the South Pennines, with particular focus on bus improvements. The policy also seeks to implement stronger demand management in the Pennines and to improve public transport access between the South Pennine Towns and Villages, the City of Bradford and neighbouring Principal Town of Halifax, including cycle way and PRoW improvements. All of these measures will help to develop and maintain an integrated and efficient transport network for the South Pennine Towns and Villages.</p> <p>Development in the following locations is considered to make a marginal positive contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a significant contribution towards this objective.</p> <ul style="list-style-type: none"> <li>New housing in Queensbury, Thornton and Wilsden would be able to access existing public transport services (high frequency bus).</li> <li>There is limited public transport service provision (i.e. no high frequency bus services) in Cullingworth, Denholme, Harden, Haworth, Oakworth, and Oxenhope.</li> </ul> <p>The following improvements to existing transport infrastructure are proposed:</p> <ul style="list-style-type: none"> <li>Improved public transport within and between the South Pennine towns, in particular bus improvements.</li> <li>Implement stronger demand management.</li> </ul>	<p>Move towards significantly.</p>

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN1 – South Pennine Towns and Villages Sub Area												
SA Objectives												Scoring
Commentary												
<p>10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car</p>												<p>Move towards significantly</p>
<p>The policy requires that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce overall need to travel and to improve public transport within and between the settlements of the South Pennines, with particular focus on bus improvements. The policy also seeks to implement stronger demand management in the Pennines and to improve public transport access between the South Pennine Towns and Villages, the City of Bradford and neighbouring Principal Town of Halifax, including cycle way and PRoW improvements. All of these measures will help to have significant positive impacts upon this objective.</p> <p>Development in the following locations is considered to make an uncertain towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive effect:</p> <ul style="list-style-type: none"> <li>New housing in Queensbury, Thornton and Wilsden may be able to access existing public transport services (high frequency bus route), the cycle network, local services / facilities and employment. These aspects should reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling. However, residents may have to travel by car to access certain services elsewhere.</li> <li>New housing in Cullingworth, Denholme, Harden, Haworth, Oakworth, and Oxenhope may be able to access existing public transport services, local services / facilities and employment. These aspects help to reduce the need to travel by car for certain journeys and encourage public transport use, walking and cycling. However, these areas are not served by high frequency bus services and local services / facilities provision and employment is limited in these areas. Residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.</li> </ul> <p>Overall the pattern of development and public transport improvements to address deficiencies that have been identified will make a significant positive contribution towards this objective. However, in all cases there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service improvements in relation to the phasing of housing and employment development. To achieve the improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN1 – South Pennine Towns and Villages Sub Area												
SA Objectives												Scoring
Commentary												
<p>11. Improve the quality of the built environment and make efficient use of land and buildings</p>												<p>Move towards significantly.</p>
<p>12. Improve the quality and range of services available within communities and connections to wider networks</p>												<p>Move away marginally.</p>
<p>The policy seeks to protect and enhance the landscape in the south Pennine Towns and villages, in particular of the Pennine Uplands, Wilsden, Wroth and North Beck Valley, which will help to have positive impacts on this objective.</p> <p>There is support for economic diversification of settlements and the roles of Queensbury and Thornton as locations for a mix of community facilities, which will also help to have significant positive impacts upon this objective.</p> <p>However, development in the following locations will have minor negative impacts due to loss of greenfield land:</p> <ul style="list-style-type: none"> <li>New development in Queensbury and Thornton is likely to involve the development of greenfield land, including Green Belt.</li> <li>New development in Oxenhope and Wilsden is likely to involve the development of greenfield land, including Green Belt.</li> </ul> <p>No Green Belt deletions are proposed at Cullingworth, Denholme, Harden, Haworth, Oakworth.</p> <p>Overall, the policy seeks to protect and enhance landscape character in the South Pennine towns and villages resulting in a positive contribution. More importantly it policy seeks to conserve and enhance the heritage values of the South Pennine towns and villages which will have a significant positive contribution on the quality of the built environment.</p>												<p>Move towards significantly</p>
<p>The policy supports economic diversification of settlements and supports the role of the centres of Queensbury and Thornton as locations for a mix of community facilities. This will improve the quality and range of services available within the communities in the south Pennine Towns and Villages, which will have a significant positive impact upon this objective.</p> <p>Development in the following locations is considered to make an uncertain contribution towards this objective as there is less opportunity to avoid travel by car but a number of public transport improvements are proposed by the policy to address deficiencies that have been identified resulting in a positive contribution towards this objective.</p> <ul style="list-style-type: none"> <li>New housing in Queensbury, Thornton and Wilsden may be able to access local services / facilities and the existing public transport network (high frequency bus route), which connect the towns to the Sub Regional City. Notwithstanding this, services / facilities provision is limited in these areas; residents may have to commute to access certain services / facilities elsewhere.</li> <li>New housing in Cullingworth, Denholme, Harden, Haworth, Oakworth, and Oxenhope may be able to access existing public transport services and local services / facilities. However, these areas are not served by high frequency bus services and services / facilities provision is limited in these areas.</li> </ul>												<p>Move towards marginally.</p>

KEY	Move away significantly		Move away marginally		Move towards marginally		Move towards significantly		Neutral	?	Uncertain
	--	-	-	+	+	++	0				

Policy PN1 – South Pennine Towns and Villages Sub Area											
SA Objectives											Scoring
Commentary											
<p>Residents may therefore have to travel to access certain services / facilities elsewhere.</p> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p>Notwithstanding this, the effect of an increase in population on existing service provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and service provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health , education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>											
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	<p>Overall, the pattern of development will have a positive effect.</p>										Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all	<p>Improvements to cycleways and PROW are identified that will have a significant positive effect, as will the restoration of Manywells country park, which will have a significant positive impact upon this objective. The policy also states that provision will be made open space and recreation facilities in a number of the local service centres, which will help to have a significant positive impact upon this objective.</p> <ul style="list-style-type: none"> <li>The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Queensbury and Thornton, although there is a gap in allotment provision in Queensbury and limited facilities for young children and teenagers in Thornton. The policy identifies that community facilities, in particular provision of children and younger people and outdoor sporting facilities, are required.</li> <li>The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Denholme, Oxenhope, Haworth and Wilsden.</li> <li>The Settlement Study identifies a lack of community gardens in Cullingworth and Harden, a lack of parks and gardens in Cullingworth, and a lack of community facilities in Harden.</li> <li>The policy proposes the provision of community facilities including open space and recreational facilities in Cullingworth, Harden Haworth, Oakworth and Oxenhope to address current deficiencies.</li> <li>It is unknown whether the development of land would result in the loss of leisure and recreation space (e.g. playing fields). The potential loss of leisure and recreation space in this area as a result</li> </ul>										Move towards marginally.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>Policy PN1 – South Pennine Towns and Villages Sub Area</b>													
<b>SA Objectives</b>												<b>Scoring</b>	
<b>Commentary</b>													
	<p>of new development needs to be considered.</p> <p>Overall, the pattern of development and public transport improvements to address deficiencies that have been identified will make a positive contribution towards this objective.</p> <p>The effect of an increase in population on facilities provision also needs to be considered.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and community facility improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>												
15. Improve safety and security for people and property	<p>The potential effect of new development in the South Pennine towns and villages upon this objective will depend upon the type and design of any new development. However, it is noted that the design policies in the plan include a requirement to minimise opportunities for crime through good design.</p>												Uncertain.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	<p>Improvements to cycleways and PROW are identified, along with the restoration of Manywells country park, which will have positive impacts upon this objective. The policy also states that provision will be made for open space and recreational facilities in a number of the local service centres, which will also have positive impacts upon this objective.</p> <p>In addition, in terms of health care facilities, development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• The Settlement Study indicates that there are more than one dental surgery, doctors' surgery and pharmacy in Queensbury.</li> <li>• The Settlement Study indicates that there is one pharmacy, dental surgery and doctor's surgery in Thornton.</li> <li>• The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Wilsden. Notwithstanding this, each Local Service Centre typically has one doctor's and dental surgery.</li> <li>• The Settlement Study indicates that there are no dental surgeries, doctors' surgeries or pharmacies in Oxenhope. There are also no doctors' surgeries in Harden and Oakworth, no dental surgeries in Cullingworth, Denholme, Harden, Haworth, and Oakworth.</li> <li>• The policy proposes the provision of community facilities including health care facilities in Denholme, Harden, Haworth and Oxenhope to address current deficiencies.</li> </ul>												Move towards marginally.



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy PN1 – South Pennine Towns and Villages Sub Area**

**Commentary**

<p>17. Promote education and training opportunities which build the skills and capacity of the population</p>	<p>Overall, the pattern of development will make a positive contribution towards this objective. Notwithstanding this, the effect of an increase in population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and health provision improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p> <p>The policy supports the economic diversification of settlements to retain local employment in the South Pennines, supports the role of the centres of Queensbury and Thornton as locations for a mix of community facilities and to promote tourism. The policy also states that local service centres will be allocated employment land in order to diversify the economies of these rural settlements. This will help to provide education and training opportunities through new employment and have positive impacts upon this objective.</p> <p>Development in the following locations is considered to make a positive contribution towards this objective:</p> <ul style="list-style-type: none"> <li>• The Settlement Study indicates that there are one or more primary schools, a secondary school and a further education facility in Queensbury. These facilities should be accessible from new housing development.</li> <li>• The Settlement Study indicates that there are one or more primary schools in Thornton.</li> <li>• The Settlement Study indicates that there are one or more primary schools in Denholme, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school.</li> </ul> <p>Overall, the pattern of development will make a positive contribution towards this objective.</p> <p>Bradford Education Authority forward plans for schools and looks at future demand for schools places (against current provision). Shortfalls are predicted across the district by 2019/20 at existing schools. In light of this the effect of an increase in population on existing education provision and access to secondary schools in surroundings areas needs to be considered.</p> <p><b>Reference could be made in the policy or elsewhere in the Core Strategy to the phasing of public transport and education improvements in relation to the phasing of housing and employment development. To achieve an improved score and more sustainable outcomes, improvements in public transport and in deficiencies in health, education and open space provision would need to be addressed prior to significant housing or employment development taking place.</b></p>
	<p><b>Scoring</b></p> <p>Move towards marginally.</p>



KEY	--	-	+	++	0	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly	Neutral		

SA Objectives		Policy PN1 – South Pennine Towns and Villages Sub Area					Scoring
		Commentary					
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		<p>The policy supports the economic diversification of settlements to retain local employment in the South Pennines, supports the role of the centres of Queensbury and Thornton as locations for a mix of community facilities and to promote tourism. This will help to create jobs and have significant positive impacts on this objective.</p> <p>The policy also states that local service centres will be allocated employment land in order to diversify the economies of these rural settlements, which will also help to have significant positive impacts upon this objective.</p>					Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		<p>The development of new housing in the Local Service Centres may help to encourage further inward investment into these areas. Notwithstanding this, the policy only provides for enough new development to meet local need, which could potentially affect the viability of the Local Service Centres in the South Pennines, particularly those furthest from the Sub Regional City and proposed new employment development (e.g. such as Haworth and Oxenhope) although tourism development is supported.</p>					Uncertain
<p><b>Summary:</b>  The policy will have a number of positive impacts on the South Pennine Towns and Villages. The policy will help to manage visitor pressure, which has positive impacts in relation to biodiversity and the historic environment, both of which are very important considerations for this sub area. The policy also seeks to protect the ecological integrity of the South Pennine Moors and to sensitively manage development in the South Pennine Towns and villages due to close proximity to open moorland, which will have significant positive impacts on SA objective 6.</p> <p>The policy promotes sustainable tourism to help avoid adverse impacts on the Bronte landscape and seeks to conserve and enhance the designated and undesignated heritage assets in particular those in Haworth, all of which will help to have significant positive impacts on SA objective 7.</p> <p>A number of public transport improvements are proposed including ensuring that strategic patterns of development maximise opportunities to use non car modes of transport, to improve bus services and to improve public transport access between the South Pennine Towns and Villages, the City of Bradford and neighbouring Principal Town of Halifax including cycleway and PRoW improvements, which will have significant positive impacts on SA objectives 9 and 10. There are also environmental and health benefits from these proposed improvements through helping to reduce vehicle emissions and improving cycleway and PRoW which will help to encourage walking and cycling.</p> <p>The policy has positive economic impacts in relation to training and jobs through supporting the economic diversification of settlements to retain local employment in the South Pennines and supporting the role of the centres of Queensbury and Thornton as locations for a mix of community facilities and to promote sustainable tourism.</p> <p>There are some adverse impacts in relation to water and soil resources and making efficient use of land and buildings due to some loss of greenfield and agricultural land, although it is recognised that is required in order to meet development needs and to ensure development in sustainable locations.</p>							

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy PN1 – South Pennine Towns and Villages Sub Area**

**Commentary**

**Scoring**

**Mitigation:**

It is recommended that an objective relating to protecting water resources and improving water quality and preventing/reducing and managing flood risk is included, given that the River Aire runs through the north of Bradford.

Consideration should be given whether there will be enough affordable housing provided for the South Pennine Towns and Villages in order to ensure that need is met.

Consideration should be given as to whether the policy should include support for the role of the health authority and education authority given that they could be important sources of employment for this area. This could also have positive impacts in relation to health and well-being.

Consideration should also be given as to whether all local service centres should all receive new open space and recreation facilities to ensure health benefits from this for the South Pennine Towns and Villages are maximised.

## Policy PN2 Investment Priorities for the Pennine Towns and Villages Sub Area

KEY	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy PN2 – Investment Priorities for the Pennine Towns and Villages Sub area	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		There is no reference in the investment priorities to renewables. However, it is acknowledged that Policy EN6 promotes renewable and low carbon energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. This will help to have significant positive impacts upon this objective. However, the lack of reference to renewables in the investment priorities may hinder the positive impacts of Policy EN6	Move towards significantly
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		Renewal of existing urban sites and the regeneration of existing centres will help reduce the need for development in new locations which will help minimise growth in waste and make a positive contribution towards this objective.	Uncertain
3. Reduce the district's impact on climate change and vulnerability to its effects		Investment to make improvements to the quality and capacity of public transport, particularly to Queensbury, Thornton and Haworth, as well to enhance ease of movement and improve access to Jobs within the City of Bradford, Airedale Corridor and Kirklees will help to reduce reliance upon the car and in turn reduce vehicle emissions, which will make a positive contribution towards this objective. In addition the policy seeks to manage flood risk, which will in turn support managing vulnerability to the effects of climate change and have a positive impact upon this objective.	Move towards marginally.
4. Safeguard and improve air, water and soil resources		The policy will help to reduce reliance upon the car through improvements to the quality and capacity of public transport. In turn this will help to reduce vehicle emissions and have a significant positive impact upon air resources.	Move towards significantly.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The investment priorities identified will impact on biodiversity. One of the investment priorities supports sustainable economic, retail and leisure development but requires that this is located on land of the least environmental value. This will help to have a minor positive impact on this objective.	Move towards marginally.
6. Maintain and enhance the character of natural and man made landscapes		In order to deliver the development identified in these investment priorities local greenbelt releases will be required, which would have a minor negative impact upon this objective. However, it is recognised that such releases will be required in order to ensure development in sustainable locations.	Move away marginally
7. Protect and enhance historic assets and their settings		One of the investment priorities supports sustainable economic, retail and leisure development which provides sensitive enhancement of heritage assets. This will help to have a significant positive impacts upon this objective.	Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy PN2 – Investment Priorities for the Pennine Towns and Villages Sub area										
		Commentary										
		Scoring										
		One of the other investment priorities requires respect to be shown for and enhancing the moorland fringe setting, character and integrity of traditional gritstone buildings and features, roués and viewpoints associated with the Bronte's, early stages of agriculture and development of the textile industry. This will further help to have significant positive impacts upon this objective.										
8.	To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	The investment priorities outlined will help to deliver housing growth and renewal and make a significant positive contribution towards this objective.										Move towards significantly.
9.	Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	Significant positive contribution through investment in improving public transport particularly to Queensbury, Thornton and Haworth, as well to enhance ease of movement and improve access to Jobs within the City of Bradford, Airedale Corridor and Kirklees, which will help to reduce reliance upon the car and develop an integrated and efficient transport network. This will have significant positive impacts upon this objective.										Move towards significantly.
10.	Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	Significant positive contribution through investment in improving public transport, particularly to Queensbury, Thornton and Haworth, as well to enhance ease of movement and improve access to Jobs within the City of Bradford, Airedale Corridor and Kirklees, which will help to reduce reliance upon the car and in turn reduce congestion and increase transport choice. There will be significant positive impacts upon this objective.										Move towards significantly.
11.	Improve the quality of the built environment and make efficient use of land and buildings	The investment priorities include the delivery of renewal of existing urban sites which will help make a significant positive contribution towards this objective. Furthermore, the policy supports sustainable regeneration, which will further help to improve the quality of the built environment for the Pennine Towns and Villages and will help to make a significant positive contribution towards this objective.										Move towards significantly.
12.	Improve the quality and range of services available within communities and connections to wider networks	The investment priorities will help to support sustainable economic, retail and leisure development, and encourages locally based enterprises, initiatives that develop community resilience and sustainable regeneration. This will help to improve the quality and range of services in the Pennine Towns and Villages and have a significant positive impact upon this objective.										Move towards significantly.
13.	Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The quality of the neighbourhoods in the Pennine Towns and Villages will be significantly improved through these investment priorities and thus makes a significant positive contribution towards this objective. In particular support for sustainable economic, retail and leisure development and encouraging locally based enterprises, initiatives that develop community resilience and sustainable regeneration will help to have significant positive impacts upon this objective.										Move towards significantly.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy PN2 – Investment Priorities for the Pennine Towns and Villages Sub area												
SA Objectives												Scoring
Commentary												
14. Create good cultural, leisure and recreation activities available to all	The policy supports sustainable leisure development where this is of a scale appropriate to the settlement and sustainable tourism that respects the character of the South Pennines. This will help to have significant positive impacts upon this objective.											Move towards significantly.
15. Improve safety and security for people and property	There is investment targeted towards managing flood risk which help to protect people from the risks of flooding and make a positive contribution towards this objective.											Move towards marginally
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	The investment priorities will make a significant positive contribution towards this objective.											Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population	The policy supports sustainable economic, retail and leisure development. This will help to provide education and training opportunities from this development and have a significant positive impact upon this objective.											Move towards significantly.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	<p>The investment priorities include the following:</p> <ul style="list-style-type: none"> <li>• Improve public transport to enhance ease of movement and improve access to jobs within the City of Bradford, Airedate Corridor and Kirkstiles, particularly for disadvantaged communities;</li> <li>• Support sustainable economic, retail and leisure development where this is of a scale appropriate to the settlement;</li> <li>• Encourage locally based enterprises, initiatives that develop community resilience and sustainable regeneration and tourism that respects the character of the South Pennines.</li> </ul> <p>All of the above priorities will help to increase job opportunities in the South Pennine Towns and Villages and have a significant positive impact upon this objective.</p>											Move towards significantly.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	<p>The investment priorities include the following:</p> <ul style="list-style-type: none"> <li>• Improve public transport to enhance ease of movement and improve access to jobs within the City of Bradford, Airedate Corridor and Kirkstiles, particularly for disadvantaged communities;</li> <li>• Support sustainable economic, retail and leisure development where this is of a scale appropriate to the settlement;</li> <li>• Encourage locally based enterprises, initiatives that develop community resilience and sustainable regeneration and tourism that respects the character of the South Pennines.</li> </ul> <p>These priorities will help attract investment into the South Pennine Towns and Villages, and have a significant positive impact upon this objective.</p>											Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>	<b>Policy PN2 – Investment Priorities for the Pennine Towns and Villages Sub area</b>
<b>Commentary</b>	

**Summary:**

The investment priorities identified will largely have significant positive impacts on the South Pennine Towns and Villages. The policy will help to deliver public transport improvements, which has benefits in relation climate change and air quality and also has positive impacts in relation to increasing access to jobs. These improvements will help to deliver an efficient and integrated transport network.

The investment priorities will help to deliver social and environmental improvements as they will help to provide regeneration and development appropriate to the South Pennine Towns and Villages.

There will be significant positive economic impacts through the public transport improvements, support for sustainable economic, retail and leisure development and encouragement for locally based enterprises, initiatives that develop community resilience and sustainable regeneration and tourism.

**Mitigation:**

Consideration should be given to renewable energy infrastructure being an investment priority.







KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EC1 – Creating a Successful and Competitive Bradford District economy within the Leeds City Region</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car												Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings												Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks												Move towards significantly.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods												Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all												Neutral.
15. Improve safety and security for people and property												Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care												Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population												Move towards significantly.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce.												Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC1 – Creating a Successful and Competitive Bradford District economy within the Leeds City Region										
		Commentary										Scoring
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy supports investment in a range of locations throughout the Borough and contributes towards the regeneration of Airedale and City of Bradford which will make a positive contribution towards this objective. The policy also seeks to support the potential of University of Bradford, Bradford College and other higher education institutions, all of which will make a significant positive contribution towards this objective.										Move towards significantly.
<b>Summary</b>		This policy has a number of significant positive impacts. There are environmental benefits from the policy through support investment in Airedale, Bradford City Centre and other areas which have good access to public transport. Creating a more successful and competitive Bradford District economy will help to improve health and well-being, promote education and training opportunities through support for Bradford University, College and other higher education institutions, increase number of high quality job opportunities and will help generate investment and enterprise for Bradford. 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.										
<b>Mitigation</b>		None.										

## Policy EC2 Supporting Business and Job Creation

KEY	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC2 – Supporting Business and Job Creation											
		Commentary											
		Scoring											
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		No effects are anticipated.											Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		No effects are anticipated.											Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects		No effects are anticipated.											Neutral
4. Safeguard and improve air, water and soil resources		<p>Whilst this policy does not set out specific employment sites, Policy EC3 does identify in more detail where the 135ha will come from, which comprises of the majority within the City of Bradford – 97ha, 28ha in the Airedale Corridor and 10ha for the Wharfedale corridor and then highlights that much of this is known and based on a variety of sources, including :</p> <ul style="list-style-type: none"> <li>• Unimplemented but deliverable sites allocated within the RUDP;</li> <li>• Other committed sites with planning permission for employment use;</li> <li>• Sites already identified in existing regeneration strategies for Bradford City Centre and Airedale; and</li> <li>• Sites identified in forthcoming and emerging masterplans including that for the Shipley / Canal Road Corridor (including Manningham) and Leeds Bradford Corridor.</li> </ul> <p>It is only the final clause of the policy that allows that for other sites coming forward:</p> <ul style="list-style-type: none"> <li>• New sites which are considered suitable for employment use.</li> </ul> <p>ARUP produced a review of Bradford's employment land in 2008, with an update produced in 2011, which showed that as of 1st April 2011, 120.90 hectares of employment land remained undeveloped from the existing employment sites allocated within the Replacement Unitary Development Plan of 2005. This supply of land was made up of a total of 56 sites of varying sizes, located across the District. 26 sites were less than 1 hectare in size, 24 were between 1 and 5 hectares and 6 sites were greater than 5 hectares. In Bradford North there were 16.37 hectares of employment land comprising of 8 sites, two of which were on the edge of the urban area. The remainder were concentrated in the inner urban areas. Bradford South provided 19 allocated sites amounting to 49.08 hectares.</p>										Move towards marginally	





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC2 – Supporting Business and Job Creation										
		Commentary										
		Scoring										
15. Improve safety and security for people and property		No effects are anticipated.										Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		Supporting the delivery of over 2700 new jobs annually will, providing that it is delivered, help to ensure a significant number of people have a job and access to regular income. Income level is a key determinant in health, and can in turn help to improve health and well being. The policy can make a significant positive contribution towards this objective.										Move towards significantly
17. Promote education and training opportunities which build the skills and capacity of the population		The policy seeks to ensure the deliverability of employment land and to implement regeneration proposals – with specific mention of Bradford Business Forest, Digital Airedate, and Buck Lane Technology Park. Regeneration of these areas will help provide training opportunities which would improve skills and contribute significantly positively towards this objective.										Move towards significantly
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy seeks to ensure the delivery of employment land and therefore contributes significantly positively towards this objective.										Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy seeks to ensure the delivery of employment land and therefore contributes significantly positively towards this objective.										Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy EC2 – Supporting Business and Job Creation**

**Commentary**

**Scoring**

**Summary:**

The policy will have a number of positive impacts, mostly in relation to the economic objectives and also on health and well being and improving the quality of the built environment / making efficient use of land and buildings. The policy will help to support business and job creation which will increase job and training opportunities for the residents of Bradford, raise income levels and will help attract investment in Bradford.

The positive economic benefits of this policy will help the population of Bradford live in quality housing through increased income levels, whether through home ownership due to increased chances of obtaining a mortgage or money for renting. There will be positive impacts on SA objective 10 as the policy will help implement regeneration proposals in Airedale and Bradford, areas which are likely to be accessible by public transport.

The policy has uncertain impacts on a number of the environment objectives. The amount of uncertainty in relation to the environmental impacts of new economic development is reduced by the amount of known employment land sites and their locations. However, there is still some uncertainty in relation to the specific environmental value of known sites and the locations of potential new employment sites.

**Mitigation:**

It is recommended either within wording of the policy itself or in the supporting text that explains the reasoning behind the 2782 jobs as this figure is above the REM forecast and the historical trend for Bradford. It is also recommended that the policy or the supporting text makes clear how the annual target figure for employment land of 17ha relates to the total figure of 135ha. 17ha per annum of employment land would lead to a total employment land requirement of greater than 200ha (depending upon the assumed start date of the plan).



## Policy EC3 Employment Land Requirement

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy EC3 Employment Land Requirement	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	No effects are anticipated.		Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	No effects are anticipated.		Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects	No effects are anticipated.		Neutral
4. Safeguard and improve air, water and soil resources	As identified in Policy EC2 the amount of employment land to be developed from new sites (where the locations are unknown and where impacts on this objective cannot be quantified) will be a small amount of the overall total. Based on the ARUP employment land study known employment land is a mixture of brownfield and greenfield sites, with a relatively small number of sites with other environmental designations, which suggests that a lot of the employment land has been allocated / permitted on land of lower environmental value, which would help to have positive impacts upon this objective.  However, without knowing the exact environmental value of employment land sites and uncertainty regarding the locations of unknown sites, overall impacts on this objective are uncertain.		Uncertain.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy EC3 Employment Land Requirement													
SA Objectives												Scoring	
Commentary													
<p>5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats</p>												<p>The policy includes a commitment that the forthcoming allocations DPD will examine the need for greenbelt releases in order to meet employment land requirements.</p> <p>It has been identified that greenbelt releases are required in the following locations:</p> <ul style="list-style-type: none"> <li>• Proximity to Leeds / Bradford Airport;</li> <li>• Within South East Bradford as part of an urban extension at Holme Wood; and</li> <li>• East and North East of Ilkley</li> </ul> <p>The HRA has identified that in order to avoid adverse impacts on the North and South Pennine Moors SPA and SAC there should be a 2.5km exclusion zone around these sensitive ecological designations. The greenbelt releases around Ilkley fall within the supporting habitat management zone and so careful consideration will need to be given to any sites allocated in this area to ensure there are no adverse impacts on the SPA and SAC.</p> <p>It is also acknowledged that greenbelt releases may be unavoidable in order for Bradford to meet employment land needs.</p> <p>Overall impacts are considered to be uncertain due to the fact that some greenbelt release falls within the 2.5km management zone of the SAC and SPA.</p>	Uncertain
<p>6. Maintain and enhance the character of natural and man made landscapes</p>												<p>Sourcing employment land from sites already identified in existing regeneration strategies has the chance of enhancing the landscape in regeneration areas which would make a significant positive contribution towards this objective.</p> <p>However, as the policy includes a commitment that forthcoming Allocations DPD will examine the need for greenbelt deletions in some broad areas of search as identified in the policy which could impact upon the character of landscapes and score negatively against this objective.</p> <p>Overall impacts are therefore considered to be uncertain depending on whether the use of greenbelt land is considered necessary and specifically which sites are allocated for employment land in the site allocations document.</p>	Uncertain



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC3 Employment Land Requirement										
		Commentary										
		Scoring										
14. Create good cultural, leisure and recreation activities available to all	No effects are anticipated.											Neutral
15. Improve safety and security for people and property	No effects are anticipated.											Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	Whilst this policy will not directly improve health and well being, it will distribute new employment land across Bradford, which if developed could provide employment opportunities and raise income levels. This would provide the basis for those who are employed in new jobs to have a better quality of life, but the extent to which this would improve health and well-being and reduce inequality to access and social care is uncertain.											Uncertain.
17. Promote education and training opportunities which build the skills and capacity of the population	The provision of new employment land will create opportunities for new businesses to set up, which will create training and apprenticeship opportunities for the local community, which depending upon the nature of the work/business would have positive impacts upon this objective.											Move towards marginally
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	This policy seeks to protect existing employment land and ensure sustainable and diverse employment growth and therefore contributes significantly positively towards this objective.											Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	This policy seeks to protect existing employment land and ensure sustainable and diverse employment growth and therefore contributes significantly positively towards this objective.											Move towards significantly

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>	<b>Policy EC3 Employment Land Requirement</b>
<b>Commentary</b>	

**Summary:**  
 The policy will have significant positive impacts on SA objectives 10, 11, 18 and 19. Sourcing employment land from Airedale and Bradford is likely to involve sites which are accessible by public transport, which will help reduce congestion and the need to travel by car. The policy will also help to deliver the regeneration strategies for Bradford and Airedale, which will help to improve the quality of the built environment and make efficient use of land and buildings in this area.

Protecting existing employment land and ensuring sustainable development will help to increase job opportunities in Bradford and attract inward investment. This will also have positive impacts in relation to education and training opportunities, though the extent of positive impacts will depend upon the nature of any work / businesses which are developed.

The policy has uncertain impacts on some of the environmental objectives. Whilst the level of uncertainty from new economic development is reduced by the amount of employment land already known, there will still be some uncertainties in relation to the specific environmental value of these sites and the locations of any new employment sites delivered as part of the employment land requirements outlined in this policy.

The policy has uncertain social and health impacts. The policy will distribute new employment land across Bradford, which if developed could provide employment opportunities and raise income levels and help people in Bradford have a better quality of life. However, the extent to which this would provide social cohesion / improve the quality of all neighbourhoods and improve health and well being is uncertain.

**Mitigation:**  
 None

## Policy EC4 Sustainable Economic Growth

KEY	--	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EC4 – Sustainable Economic Growth</b>											
<b>SA Objectives</b>											
<b>Commentary</b>											
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	The policy requires that new developments greater than 1000sq metres of non residential floorspace will secure at least 10% of energy from decentralised and renewable or low carbon sources and meet 'BREEAM Very Good' standards on buildings, which will make a significant positive contribution towards this objective.										
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	No effects are anticipated.										
3. Reduce the district's impact on climate change and vulnerability to its effects	The policy requires that new developments greater than 1000sq metres of non residential floorspace will secure at least 10% of energy from decentralised and renewable or low carbon sources and meet 'BREEAM Very Good' standards on buildings, which will make a significant positive contribution towards this objective.										
4. Safeguard and improve air, water and soil resources	No effects are anticipated.										
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	The policy encourages economic enterprises which develop or enhance the viability of the built and natural environment which will make a positive contribution towards this objective.										
	However the policy does safeguard sites for business use and encourages new sites to come forward. Some of these new sites may be in the greenbelt, subject to the outcome of the Site Specific Allocations DPD review of greenbelt provision. This could result in negative impacts on this objective.										
6. Maintain and enhance the character of natural and man made landscapes	The policy seeks to encourage economic enterprises which develop or enhance the viability of tourism, culture and leisure based activities, the built and natural environment, having regard to accessibility and sustainable transport. The policy will therefore make a significant positive contribution towards this objective.										
7. Protect and enhance historic assets and their settings	The policy seeks to encourage economic enterprises which develop or enhance the viability of tourism, culture and leisure based activities, the built and natural environment, having regard to accessibility and sustainable transport. This will help towards protecting and enhancing the historic assets and their settings.										
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	Sustainable economic growth will directly be contributing towards the opportunity for people to have good quality housing, through increased incomes. This will, albeit indirectly have a minor positive impact on this objective.										
	Move towards significantly										
	Neutral										
	Move towards significantly										
	Neutral										
	Move towards marginally										
	Move away marginally.										
	Move towards significantly										
	Move towards significantly										
	Move towards marginally										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC4 – Sustainable Economic Growth										
		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated.										Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		Supporting the provision of live-work opportunities and live-work premises will help towards reducing the need to travel and make a minor positive contribution towards this objective.										Move towards Marginally
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy encourages economic enterprises which develop or enhance the viability of tourism, culture and leisure based activities, and the built and natural environment, whilst having regard to accessibility and sustainable transport local character and design. The policy also seeks to strengthen the rural economy including reuse of existing buildings and farm diversification, all of which makes a significant positive contribution towards this objective.										Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		The policy seeks to ensure sustainable and diverse employment growth which will help towards improving the quality and range of services available within communities and make a significant positive contribution towards this objective.										Move towards significantly
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The policy seeks to encourage diversification and supports economic enterprises that develop or enhance the viability of tourism, culture and leisure based activities and the built and natural environment, all of which could help to improve the quality of all neighbourhoods and make a positive contribution towards this objective.										Move towards significantly
14. Create good cultural, leisure and recreation activities available to all		The policy seeks to encourage diversification and supports economic enterprises that develop or enhance the viability of tourism, culture and leisure based activities which would make a significant positive contribution towards this objective.										Move towards significantly
15. Improve safety and security for people and property		No effects are anticipated.										Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		Sustainable economic growth will help to improve living standards across the District which will in turn help to improve health and well-being and make a significant positive contribution towards this objective.										Move towards significantly



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC4 – Sustainable Economic Growth										
		Commentary										Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		Sustainable economic growth will help increase the number of jobs available which will in turn help promote training opportunities as part of economic growth.										Move towards significantly
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy seeks to protect existing employment land, and ensure sustainable and diverse employment growth and therefore contributes significantly towards this objective.										Move towards significantly
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy seeks to protect existing employment land, and ensure sustainable and diverse employment growth and therefore contributes significantly towards this objective.										Move towards significantly
<b>Summary:</b>		The policy has mostly significant positive impacts which would be expected from sustainable economic growth, since this will help to deliver a range of benefits and positive outcomes for Bradford.										
		There is potential for negative impacts on SA objective 5 as the policy encourages new sites to come forward, some of which could involve development of greenbelt land and could have adverse impacts on habitats and species.										
		It should be noted that the policy is in accordance with the NPPF since it will help build a strong competitive economy for Bradford and contribute to the wider sustainable development objectives of the NPPF.										
<b>Mitigation:</b>		None.										



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy EC5 – City, Town, District and Local Centres</b>												
<b>Commentary</b>												
<b>Scoring</b>												
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car												Move towards significantly
11. Improve the quality of the built environment and make efficient use of land and buildings												Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks												Move towards significantly.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods												Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all												Move towards significantly.
15. Improve safety and security for people and property												Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care												Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population												Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce												Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EC5 – City, Town, District and Local Centres										
		Commentary										Scoring
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy seeks to strengthen the role and performance of existing city, town, district and local centres and therefore makes a significant positive contribution towards this objective.										Move towards significantly.
<b>Summary:</b>		<p>The policy has positive impacts on SA objectives 10-14.. The policy seeks to strengthen the role and performance of existing town, district and local centres, which has positive impacts in relation to reducing the need to travel in these areas, improving the built environment in these areas, the level of services on offer and will to provide social cohesion and improve the quality of all neighbourhoods in these areas.</p> <p>Focusing new leisure, entertainment, arts, culture and tourism developments as appropriate for Keighley, Ilkley, Bingley and Shipley Town Centres will have positive impacts in terms of creating good cultural, leisure and recreation activities available to all.</p> <p>The policy also has positive impacts on SA objectives 18 and 19. Strengthening the role of and of existing town, district and local centres will help to increase job opportunities in these areas and will help to support investment in these areas.</p> <p>It should also be noted that the policy is in accordance with NPPF which seeks to ensure the vitality of town centres.</p>										
<b>Mitigation:</b>		None										



KEY	SA Objectives		Policy TR1 Travel Reduction and Modal Shift						Scoring
	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	

SA Objectives		Policy TR1 Travel Reduction and Modal Shift								
		Commentary								
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts										Move towards significantly.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car										Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods										Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all										Neutral.
15. Improve safety and security for people and property										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care										Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR1 Travel Reduction and Modal Shift										
		Commentary										
		Scoring										
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts.										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.										Neutral.
<b>Summary</b>		Policy TR1 seeks to reduce travel demand, traffic and congestion and encourage sustainable transport modes and encourages an integrated transport network, which therefore contributes significantly towards SA objective 9 relating to developing and maintaining an integrated and efficient network and SA objective 10 relating to reducing congestion and pollution by increasing transport choice and reducing the need to travel by car.										
<b>Mitigation</b>		This policy includes for provision in an accessible manner of the infrastructure associated with lower emission vehicles. The policy could be further strengthened by including reference to developing an integrated transport network.										







KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR2 – Parking Policy										
		Commentary										Scoring
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts										Neutral.
<p><b>Summary:</b></p> <p>Policy TR2 proposes that the Council, through planning and development decisions and transport policies will seek to manage car parking to help manage travel demand, support sustainable transport modes and meet the needs of disabled and other groups.</p> <p>Policy TR2 proposes parking controls that encourage a move to sustainable modes of transport along with provision of high quality public transport along with provision of high quality public transport, walking and cycling networks and park and ride facilities (for both rail and bus modes) and therefore contributes significantly towards SA objective 9 relating to developing and maintaining an integrated and efficient transport network and SA objective 10 relating to reducing congestion and pollution.</p> <p>The policy ensures that the proposed reduction in parking spaces ensures that sufficient disabled parking is retained and any deficiencies in disabled parking are addressed.</p> <p>The policy will also have positive impacts on objective 11, in regards to improving the quality of the built environment. The policy requires that new developments take a design led approach to parking, to help ensure that parking is not poorly designed and that parking fits in well with the surrounding environment.</p> <p>A progressive <i>reduction in parking is proposed</i>. It is important to ensure that sufficient disabled parking is retained and any deficiencies in disabled parking are addressed.</p>												
<b>Mitigation:</b>		None.										



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy TR3: Public Transport, Cycling and Walking												
SA Objectives						Commentary						Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts						The policy amongst other measures supports the development of public transport infrastructure which is accessible by all members of society. The policy seeks to maximise the placemaking opportunities of interchange points, hubs and new stations, all of which will help to develop and maintain an integrated and efficient transport network. The policy will therefore make a significant contribution towards this objective.						Move towards significantly.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car						The policy contributes significantly towards this objective as it seeks to improve public transport and support development of public transport infrastructure that is accessible by all members of society. The policy also requires that the layout of new developments encourages walking and cycling and to connect to public transport in obvious ways and that new developments encourage walking and cycling, through the creation of attractive places. All of this will help to increase use of sustainable modes of transport and have significant positive impacts upon this objective. Use of sustainable modes of transport is particularly important for Bradford given problems with air quality. The policy is also consistent with the NPPF which seeks to promote sustainable transport (section 4) with a focus on balancing the transport system in favour of sustainable transport modes.						Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings						The policy seeks to maximise the placemaking opportunities of interchange points, hubs and new stations which will ensure that any new infrastructure development contributes to and enhances the character of the built environment and public realm and creates a sense of place.						Move towards marginally
12. Improve the quality and range of services available within communities and connections to wider networks						No significant impacts						Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods						The policy requires that new development encourages walking and cycling and that new development creates attractive places that encourage walking and cycling. This will help to encourage participation in walking and cycling and make a minor positive contribution towards this objective.						Move towards marginally
14. Create good cultural, leisure and recreation activities available to all						The policy requires that new development encourages walking and cycling and that new development creates attractive places that encourage walking and cycling. This will help to encourage participation in walking and cycling and make a minor positive contribution towards this objective, in respect of leisure activities.						Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy TR2 – Parking Policy</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
15. Improve safety and security for people and property				No significant impacts.								Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care				No significant impacts.								Neutral
17. Promote education and training opportunities which build the skills and capacity of the population				No significant impacts.								Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No significant impacts.								Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No significant impacts.								Neutral
<b>Summary:</b>												
<p>Policy TR3 seeks to safeguard and improve public transport infrastructure and to maximise the placemaking opportunities of interchange points, hubs and new stations and therefore contributes significantly towards SA objective 9 relating to developing and maintaining an integrated and efficient transport network and SA objective 10 relating to reducing congestion and pollution.</p> <p>The policy also requires that the layout of new development encourages walking and cycling and to connect to public transport in obvious ways. This will help to encourage use of sustainable modes of transport and make a significant contribution towards objective 10, relating to reducing congestion and reducing need to travel by lorry/car.</p> <p>Improvements to the public transport in the City of Bradford, Airedale and Wharfedale would help to improve accessibility to employment in these areas, which are the focus of new employment development, which again contributes significantly to SA objectives 9 and 10.</p> <p>The policy requires that new development encourages walking and cycling and that new development creates attractive places that encourage walking and cycling. This will help to encourage participation in walking and cycling and make a minor positive contribution towards objectives 13, relating to social cohesion, and 14, relating to leisure and recreation opportunities.</p>												

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy TR2 – Parking Policy**

<b>Commentary</b>		<b>Scoring</b>
The potential environmental effect of any new transport infrastructure needs to be considered.		
<b>Mitigation:</b> None.		





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR4: Transport and Tourism										
		Commentary										Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No significant impacts										Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings		No significant impacts.										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks		No significant impacts.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No significant impacts.										Neutral.
14. Create good cultural, leisure and recreation activities available to all		This policy will help enhance access to tourist facilities which will contribute significantly positively towards this objective.										Move towards significantly.
15. Improve safety and security for people and property		No significant impacts.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No significant impacts.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts.										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.										Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy TR4: Transport and Tourism**

**Commentary**

**Summary:**  
 Policy TR4 seeks to improve access for all to tourist destinations by sustainable modes of transport and therefore contributes significantly SA objective 9 relating to developing and maintaining an integrated and efficient transport network, SA objective 10 relating to reducing congestion and pollution. The policy will also make a minor positive contribution to SA objectives 13, relating to social cohesion, 14 relating to culture, leisure and recreation and 16 relating to health and well-being through the development and improvement of walking, cycling and horse trails.

**Mitigation:**  
 None



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy TR5 Improving Connectivity in Poorly Serviced Areas												
SA Objectives		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	The policy contributes significantly positively towards this objective as it will improve connectivity in areas which are poorly serviced by public transport, which will help to ensure an efficient transport network which maximises access. Furthermore, the policy seeks to promote the use of alternative fuels in order to improve environmental impacts and sustainability of transport. This will help to develop an efficient transport network and minimise detrimental impacts of transport.										Move towards significantly.	
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	The policy seeks to improve transport connectivity in poorly serviced areas and will help to encourage public transport use, which will help to reduce congestion and reliance on the car. The policy therefore contributes significantly towards this objective. The policy seeks to promote the use of alternative fuels in order to improve environmental impacts and sustainability of transport. Use of alternative fuels will also help to reduce pollution. Supporting sustainable modes of transport will help to reduce congestion and make a significant positive contribution towards this objective.										Move towards significantly.	
11. Improve the quality of the built environment and make efficient use of land and buildings	No significant impacts.										Neutral.	
12. Improve the quality and range of services available within communities and connections to wider networks	This policy will help to improve transport in poorly serviced areas which will help to improve the public transport service on offer in the district. The policy therefore makes a significant positive contribution towards this objective.										Move towards significantly.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy will help to the quality of all neighbourhoods by improving connectivity in poorly serviced areas which will ensure that people can more easily get around more easily and not feel isolated. The policy also seeks to influence the way in which services are delivered including providing support for mobile delivery and improved use of IT/telecommunications. This makes a major positive impact towards this objective. The policy also seeks to meet the needs of disabled and mobility impaired people which will help to provide social cohesion by ensuring that everyone can access a range of different modes of transport.										Move towards significantly.	
14. Create good cultural, leisure and recreation activities available to all	No significant impacts.										Neutral.	
15. Improve safety and security for people and property	No significant impacts.										Neutral.	

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR5 Improving Connectivity in Poorly Served Areas										
		Commentary										Scoring
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The policy makes a major positive contribution towards this objective as it will help to improve connectivity in poorly serviced areas. This will help people to have a better chance for access to social care.										Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts.										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.										Neutral.
<b>Summary:</b>												
Policy TR5 seeks to improve transport connectivity in isolated areas and therefore contributes positively towards SA objective 9 relating to developing an integrated transport and efficient transport network and SA objective 10 relating to increasing transport choice.												
The policy encourages the development of sustainable solutions to transport problems which again contributes to SA objectives 9 and 10.												
The policy seeks to promote the use of alternative fuels in order to improve environmental impacts and sustainability of transport, this will help to reduce pollution and also have positive impacts on SA objective 10. This will also have beneficial impacts in relation to the health and well-being of the population of Bradford. Efforts to reduce car emissions are particularly important given Bradford's Air Quality issues.												
The policy also seeks to meet the needs of disabled and mobility impaired people which will help to provide social cohesion by ensuring that everyone can access a range of different modes of transport.												
<b>Mitigation:</b>												
None												





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR6: Freight										
		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The policy will help towards developing an integrated transport network by encouraging transport of freight by means other than vehicles/HGV's and so makes a significant positive contribution towards this objective.										Move towards significantly.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The policy will help to reduce the need for freight to be transported solely by car and so makes a significant positive contribution towards this objective.										Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings		No significant impacts.										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks		No significant impacts.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No significant impacts.										Neutral.
14. Create good cultural, leisure and recreation activities available to all		No significant impacts.										Neutral.
15. Improve safety and security for people and property		No significant impacts.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No significant impacts.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts.										Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR6: Freight										
		Commentary										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.										
<b>Summary</b>		Policy TR6 encourages the development of an integrated freight distribution system that makes efficient and effective use of all modes of transport subject to environmental considerations and therefore the policy contributes positively towards SA objective 4 relating to safeguarding and improving air and SA objective 10 relating to reducing congestion and pollution by increasing transport choice. There is potential for the transport of freight by rail or water to have environmental impacts. However this is acknowledged, with the policy staying subject to environmental considerations with specific reference to protecting internationally and nationally important biodiversity sites and regional and local biodiversity sites. The potential environmental effects of new freight proposals will need to be considered.										
<b>Mitigation</b>		None										
		Neutral.										
		<b>Scoring</b>										

## Policy TR7 Transport Investment and Management Priorities

KEY	--	-	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy TR7: Transport Investment and Management Priorities										
		Commentary										
		Scoring										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy sets out the transport investment and management priorities which includes the use of sustainable modes of transport, which will help towards the prudent use of energy and natural resources and make a significant positive contribution towards this objective.										
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		No significant impact.										
3. Reduce the district's impact on climate change and vulnerability to its effects		The policy requires that transport investment will be in sustainable modes of transport, which will help to reduce impacts on climate change and make a positive contribution towards this objective.										
4. Safeguard and improve air, water and soil resources		Sustainable modes of transport are a key transport investment priority and transport being sustainable will help safeguard and improve air resources. The policy therefore makes a major positive contribution towards this objective.										
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy sets out transport investment priorities and so there are no significant impacts on this objective.										
6. Maintain and enhance the character of natural and man made landscapes		No significant impacts.										
7. Protect and enhance historic assets and their settings		No significant impacts.										
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		No significant impacts.										
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The transport investment and management priority includes sustainable modes of transport. This will help towards maintaining an integrated and efficient transport network and contribute significantly towards 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 TR7: Transport Investment and Management Priorities										
		Commentary										Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The policy will help to reduce congestion by investment in sustainable modes of transport and so make a significant positive contribution towards this objective.										Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy requires transport investment in infrastructure which will have the potential to support regeneration which will help to improve the quality of the built environment and make a minor positive contribution towards this objective.										Move towards marginally.
12. Improve the quality and range of services available within communities and connections to wider networks		No significant impacts.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No significant impacts.										Neutral.
14. Create good cultural, leisure and recreation activities available to all		No significant impacts.										Neutral.
15. Improve safety and security for people and property		No significant impacts.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No significant impacts.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No significant impacts.										Neutral.

KEY	--	-	+	++	0	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly			

SA Objectives		Policy TR5 Improving Connectivity in Poorly Serviced Areas	
		Commentary	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		Transport investment is linked in to the Regional Transport Strategy and Local Transport Plan so will help to meet wider needs. The policy also requires investment to be linked in to supporting regeneration which will help to meet local needs. The policy does not specific identify local character but supporting regeneration will help make a positive contribution towards this objective.	Move towards marginally.
<b>Summary</b>	<p>Policy TR7 prioritises transport strategies which will help to support use of sustainable transport modes, which will have beneficial impacts in relation to SA objectives 1 in relation to efficient use of natural resources, and SA objectives 3 and 4 in relation to climate change and air resources.</p> <p>Policy TR7 makes a significant contribution towards SA objectives 9 and 10 relating to sustainable transport modes since the policy prioritises transport strategies which improve management and maintenance or enhancement of existing transport infrastructure where it has the potential to support regeneration or use of sustainable transport modes.</p> <p>There will also be a minor positive contribution to objectives 11 and 19 relating to the quality of the built environment and supporting investment and enterprise that respects the local character and needs of Bradford and the wider area, since the policy prioritises transport strategies that have the potential to support regeneration.</p>		
<b>Mitigation</b>	None		

## Policy TR8 Aircraft Safety

KEY	- -	-	Move away significantly	+	Move marginally	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
<b>Policy TR8 Aircraft Safety</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy						No significant impacts.						Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered						No significant impacts.						Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects						No significant impacts.						Neutral.
4. Safeguard and improve air, water and soil resources						No significant impacts.						Neutral.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats						No significant impacts.						Neutral.
6. Maintain and enhance the character of natural and man made landscapes						No significant impacts.						Neutral.
7. Protect and enhance historic assets and their settings						No significant impacts.						Neutral.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources						No significant impacts.						Neutral.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts						The policy ensures that any development proposals that create a hazard to the safe operation of aircraft, aerodromes or aircraft navigation facilities will not be permitted. In consequence the policy will contribute to the efficient and safe operation of LBJA and is assessed as having a positive effect on this objective						Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy TR8 Aircraft Safety												
SA Objectives	Commentary											Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	No significant impacts.											Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings	No significant impacts.											Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks	No significant impacts.											Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	No significant impacts.											Neutral.
14. Create good cultural, leisure and recreation activities available to all	No significant impacts.											Neutral.
15. Improve safety and security for people and property	This policy will help to ensure that no development is permitted which may compromise aircraft safety which will help to improve safety for people and make a minor positive contribution towards this objective.											Move towards marginally.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No significant impacts.											Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population	No significant impacts.											Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	No significant impacts.											Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	No significant impacts.											Neutral.



<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives** **Policy TR8 Aircraft Safety**

**Commentary**

**Summary**  
 Policy TR8 does not permit development proposals that create a hazard to safe operation of aircraft and air navigation facilities. The policy therefore contributes positively to SA objective 9 relating to developing and maintaining an integrated and efficient transport network.  
 The policy does not have any significant impacts on the majority of the other objectives except for the safety of people and property, where there is a minor positive impact.

**Mitigation**  
 None

**Scoring**





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO1 – The Scale of Housing Required										
		Commentary										Scoring
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No significant effects are anticipated.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		There is potential for the construction of new homes to provide training and apprenticeship opportunities with firms who are completing the work. It will however be dependent on the approach to training taken by the companies as to whether such opportunities will be provided in practice and so impacts at this stage are uncertain.										Uncertain
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		There is potential for the 42,100 homes (around 2530 per annum - which is considerably above what has been delivered in previous years) to provide employment through the construction industry and other sectors. However, the extent to which these jobs will be taken up by the local community will reflect the skills in the labour market and employment practices of construction firms and so impacts on this objective are uncertain.										Uncertain.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant effects are anticipated.										Neutral.
<b>Summary:</b>		<p>The policy will have some positive and negative impacts, as well as some uncertainties on the SA objectives. The scale of new housing will undoubtedly generate waste and whilst there are efforts through other policies to minimise waste there will still overall minor negative impacts on SA objective 2. Due to the fact that some greenbelt land will be needed to deliver the scale of housing required, there is also a partial negative impact on SA objective 11. The policy has positive impacts in relation to energy use and climate change through opportunities provided by the Code for Sustainable Homes and construction of zero carbon homes. The policy could have positive economic impacts; however, this would depend upon the skills of the local labour market as to whether any construction jobs could be met locally and so impacts are uncertain.</p> <p>The total housing requirement identified in this policy takes account of a number of requirements, including from the Bradford RUDP, the Housing Requirements Studies, net completions, unmet need and then the remaining provision to be made from the Local Plan Period 2013-30. This mix of sources for the housing requirement will help to meet housing need for Bradford, which has positive impacts on SA objective. The policy also has minor positive impacts on SA objective 13, in relation to social cohesion since this policy will significantly increase the amount of housing on offer across Bradford.</p>										

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy HO1 – The Scale of Housing Required**

**Commentary**

It should be noted that the policy is in general accordance with the NPPF, since it will help to deliver a wide choice of high quality homes through the scale of new housing proposed.

**Mitigation:**  
 The use of construction best practice would help to mitigate adverse environmental impacts of delivering the scale of housing required. Consideration should be given to either a specific policy covering sustainable construction or whether a Supplementary Planning Document covering this requirement.

## Policy HO2 Strategic Sources of Supply

<b>KEY</b>	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO2 – Strategic Sources of Supply										
		Commentary										
		Scoring										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	The nature of the effect of this policy on energy and natural resources would depend upon the specific size and location of sites which are allocated for housing. For example there may be limited opportunities for renewable energy as part of housing development on previously developed sites in urban areas due to the surrounding land use. The forthcoming Allocations Development Plan Document/Area Action Plans/Neighbourhood Plans will impact significantly on this objective. However, this will be contingent on other policies in the plan that will address specific design issues – Strategic Core Policy 1, Strategic Core Policy 2 and HO9. Assuming that deliver of housing is in line with these policies there will be overall positive impacts.	Minor positive impacts										
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	Construction of new homes will generate waste. However through design specification in Policy HO9 and the Code for Sustainable Homes 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 still be waste generated from the scale of housing and so there is a minor negative impact on this objective.	Move away marginally.										
3. Reduce the district's impact on climate change and vulnerability to its effects	Construction of homes provides opportunity (in line HO9) to develop homes that are less carbon intensive than present housing stock – the reference to zero carbon homes in HO9 would lead to a reduction in the carbon emissions of new homes, and so would contribute to a per capita reduction in household emissions, which would have a positive impact on this objective.  Factoring in other policies regarding the siting of housing and efforts to mitigate impacts of climate change through Strategic Core Policy SC2, there will be opportunities to reduce vulnerability of households to flooding, which would also have positive impacts on this objective.	Significant positive impacts.										
4. Safeguard and improve air, water and soil resources	The construction effects of new homes in relation to the movement of materials by HGC could have negative impacts on this objective in relation to air. Given the scale of new housing proposed there will therefore be negative impacts on this objective, albeit minor.	Move away significantly										
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	Impacts on this objective would depend upon the specific sites which are allocated for housing and what species/habitats may be present on those sites so impacts on this objective are uncertain. The development of an urban eco settlement in the Bradford-Shipley Canal Road Corridor could help to conserve wildlife and habitats through the inclusion of new habitats and other ecological improvements. However, until the details of any eco settlement are available it is not possible to quantify at this stage whether there would be any positive impacts on this objective.	Uncertain.										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO2 – Strategic Sources of Supply											
		Commentary											
		Scoring											
6. Maintain and enhance the character of natural and man made landscapes		Impacts on the landscape will depend upon exactly which specific sites are allocated for housing, which will be set out in the Allocations DPD/Area Action Plans. The development of an eco settlement in the Bradford-Shipley Canal Road Corridor could include landscape enhancement but until the details of this eco settlement are known it is not possible at this stage to quantify whether there would be any positive impacts on this objective. Impacts of the policy on this objective are therefore uncertain											Uncertain
7. Protect and enhance historic assets and their settings		Impacts on historic assets will depend upon exactly which specific sites are allocated for housing, which will be set out in the Allocations DPD/Area Action Plans and Neighbourhood Plans. Impacts of the policy on this objective are uncertain. An urban eco settlement in the Bradford-Shipley Canal Road Corridor could include enhancements to the historic environment. However, until the details of the eco-settlement are known it is not possible to quantify whether there would be any positive impacts upon this objective.											Uncertain
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		This policy does not set out specific types and tenures of housing so impacts on this objective are neutral. However, the policy does set out the strategic sources of land supply that will be allocated to meet the housing target in HO1. In consequence, the policy will help to deliver a significant amount of new housing across Bradford during the plan period, which will increase the opportunity for people to live in quality housing and help to meet the diverse needs of the population of Bradford. This will have a significant positive impact upon this objective											Significant positive impacts.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		As the policy only sets out sources of supply for housing then impacts on this objective are neutral.											Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		As the policy only sets out sources of supply for housing then impacts on this objective are neutral.											Neutral





KEY	--	-	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy HO2 – Strategic Sources of Supply								
		Commentary								
		Scoring								
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		There is potential for the 42,100 homes (around 2530 per annum - which is considerably above what has been delivered in previous years) to provide employment through the construction industry and other sectors. However, the extent to which these jobs will be taken up by the local community will reflect the skills in the labour market and employment practices of construction firms and so impacts on this objective are uncertain.								
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		This policy will not impact upon this objective so impacts are neutral.								
<b>Summary:</b>		The policy has a number of uncertain impacts due to the nature of effects only being able to be quantified once specific sites have been allocated for housing development. This is particularly relevant to the environmental objectives since there could be positive or negative impacts depending upon the locations of particular sites for housing. Effects will be able to be better quantified in the forthcoming Site Specific Allocations DPD and the Area Action Plans. The policy scores negatively against SA objective 11 relating to efficient use of land due to local greenbelt release. It is acknowledged that this will only be allowed where it is consistent with the plans sustainability principles and when other sources of supply have proved insufficient within relevant settlement or strategic planning sub area. It is also acknowledged that Bradford cannot meet its housing needs without development some green belt releases, as demonstrated through the Strategic Housing Land Availability Assessment where approximately 34% of sites identified are on PDL, with the remainder greenfield. The policy has uncertain impacts on the economic objectives. There is potential, through the delivery of 42,100 homes to create new jobs and training opportunities. However it would depend upon the skills of the local labour market and the approach taken by housing construction companies as to whether there were any positive impacts. It should be noted as well that the policy is in accordance with NPPF since it will help to deliver a wide choice of high quality homes through ensuring that there are adequate sources of supply for housing.								
<b>Mitigation:</b>		None.								

## Policy HO3 Distribution of Housing Requirement

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO3 – Distribution of Housing Requirement		Commentary		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		Effects on this objective will be contingent upon other policies in the plan that will address specific design issues, including Strategic Core Policies 1 and 2 and Housing Policy H09. Assuming that delivery of new homes is in line with these policies there will be positive impacts on this objective.		Minor positive impacts.			
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		Construction of new homes will generate waste, however through design specification in Policy H09 and the Code for Sustainable Homes 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 still be waste generated from the scale of housing and so there is a minor negative impact on this objective.		Move away marginally			
3. Reduce the district's impact on climate change and vulnerability to its effects		The policy will have significant positive impacts upon this objective since a significant amount of new housing is distributed to locations which have good access to public transport, which will help to reduce journeys by car.		Move towards significantly			
4. Safeguard and improve air, water and soil resources		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. Given the scale of new housing proposed there will therefore be negative impacts on this objective.		Move away significantly			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		Impacts on this objective would depend upon the specific sites which are allocated for housing and what species/habitats may be present on those sites.  It is however, noted that the amount of housing distributed to some areas has decreased due to the results of the HRA assessment, which includes a requirement for a 2.5km buffer zone around the South Pennine Moors SAC/SPA boundary, including a restrictive policy of 400m and the precautionary zone beyond this extending out to 2.5k, which includes the use of SANG. Foreexample numbers in likely have been reduced due to constraints with the SPA. This will indirectly help to have a positive impact in relation to conserving wildlife species and habitats.  In delivering the scale of development anticipated by the targets, a proportion will be located on greenfield, although policy HO8 seeks to minimise the release of Green Belt land for housing. Use of greenbelt land is likely to lead to some local adverse effects on biodiversity.  Overall impacts are considered to be uncertain and can be better quantified when the details of specific sites come through in the Site Specific Allocations Document and the Area Action Plans.		Uncertain			
				Move towards marginally			
				Move away marginally			
				Uncertain			

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO3 – Distribution of Housing Requirement											
		Commentary											
		Scoring											
6. Maintain and enhance the character of natural and man made landscapes		Impacts upon the landscape will depend upon which specific sites are allocated for housing. Impacts are therefore uncertain at this stage.											Uncertain
7. Protect and enhance historic assets and their settings		Impacts upon historic assets will depend upon which specific sites are allocated for housing. Impacts are therefore uncertain at this stage and can be better quantified when the details of specific sites come through in the Site Specific Allocations Document and the Area Action Plans.											Uncertain
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		The policy sets out the distribution of housing requirement and not tenure/type so there will be no impacts on this objective. However, the policy does set housing allocations by town and settlement to meet the housing target in HO1. In consequence, the policy will help to deliver a significant amount of new housing across Bradford during the plan period, which will increase the opportunity for people to live in quality housing and help to meet the diverse needs of the population of Bradford. This will have a significant positive impact upon this objective.											Move towards significantly
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The policy relates to the distribution of housing and so there will be no significant impacts on this objective.											Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The exact location of specific sites allocated for housing will impact upon congestion/increase public transport. However, many of the settlements allocated for housing are in locations which are accessible by public transport and so it is considered that there will be a significant move towards this objective. In particular allocation of a significant amount of the new housing in the Regional City of Bradford will have significant positive impacts due to its good public transport links.											Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings		Impacts on the built environment/making use of efficient land and buildings will in part depend upon exactly which sites are allocated for housing and so there will be some uncertain impacts on this objective. Impacts be better quantified when the details of specific sites come through in the Site Specific Allocations Document and the Area Action Plans.  This policy, in conjunction with others that address land use (Housing Policy HO6) and the quality of the built environment (Strategic Core Policy 2 and Housing Policy HO9) would seek to have positive effects in relation to making efficient use of land. However, in delivering the scale of development anticipated by the target, a proportion will be located on greenfield, which result in negative impacts on this objective, although Housing Policy HO8 seeks to minimise the release of Green Belt land. Furthermore, it is noted that these releases will only be allowed where consistent with the Plan's sustainability principles and where other sources of supply have proved insufficient within the relevant settlement or strategic planning sub area.											Uncertain.
													Move away marginally.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO3 – Distribution of Housing Requirement										
		Commentary										Scoring
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts on this objective.										Neutral
<p><b>Summary:</b></p> <p>The policy has a mixture of positive and negative and also some uncertain impacts. In delivering the scale of housing anticipated by the targets there will inevitably be a proportion of which are located on greenfield land, which scores negatively against SA objective 11 in relation to making efficient use of land. It is however recognised that Policy H08 seeks to minimise this. The construction impacts of delivering the new homes has some minor negative environmental impacts on SA objectives 2 and 4.</p> <p>The policy moves significantly towards SA objective 10 since the distribution of housing sees a lot of housing allocated to areas where there is good access to public transport, in particular with regards to the allocation of a significant amount of new housing in the Regional City of Bradford, which has a good public transport network and also for the Principal Towns. This will compliment the economic objectives of the plan in relation to these areas, which are identified as a focus for economic growth.</p> <p>New housing in Keighley, Shipley, Ilkley and Bingley may be able to access existing public transport services (rail and / or high frequency bus), the cycle network, services / facilities and employment, which will have positive impacts with regards to helping ensure that housing development in these areas is sustainable.</p> <p>The policy also moves significantly towards SA objective 3 as a significant amount of new housing is located in areas which have good access to public transport and so will help to reduce journeys by car and in turn reduce vehicle emissions.</p> <p>The policy has uncertain impacts on the economic objectives. There is potential for the delivery of the new homes proposed throughout the plan period to offer training opportunities and job opportunities through the construction works. However, that would depend upon the approach taken to training by housing developers and the skills of the local labour market.</p> <p>It should also be noted that the policy is in accordance with the NPPF, which seeks to deliver a wide choice of high quality homes and to boost significantly the supply of housing. The allocation of a large amount of the new housing in locations with good access to public transport will also accord with the NPPF's presumption in favour of sustainable development.</p>												
<p><b>Mitigation:</b></p> <p>None</p>												









KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy HO3 – Distribution of Housing Requirement**

**Commentary**

**Scoring**

**Summary:**

The phasing release of land and maintaining a 5 year supply of housing are administrative requirements for Bradford and so do not impact on the majority of the objectives. There are however, positive impacts for Bradford in relation SA objectives 5 and 6 since phased released of land for housing will have positive impacts in relation to ecology through reducing the cumulative impacts of construction and will also allow communities to adjust to changes in the landscape resulting from new housing developments.

The policy states the need to ensure that within each phase of release, the sites allocated will provide for a range and choice of dwellings of different types, sizes and tenures which will meet local need. This will help to ensure the population of Bradford has access to quality and therefore has significant positive impacts on SA objective. There are also positive impacts upon SA objective 11 relating to efficient use of land through the stated need in the policy to meet targets for development on brownfield land.

It is noted that the policy is in accordance with NPPF, in particular with regards to the need to maintain a 5 year supply of deliverable sites.

**Mitigation:**

None.





<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO5 – Density of Housing Schemes										
		Commentary										Scoring
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No effects are anticipated											Neutral
17. Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated											Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	No effects are anticipated											Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	No effects are anticipated											Neutral
<p><b>Summary:</b>  The policy has a number of positive impacts, particularly in relation to some of the environmental objectives as the policy requires developers to make the best and most efficient use of land, which will help in regards to minimising waste. The policy also has positive impacts in relation to providing good quality housing and reducing congestion, with positive benefits in relation to requiring higher densities of housing in areas well served by public transport.</p> <p>The Annual Monitoring Report for 2012 notes that over 44% of housing schemes completed in 2011-12 and over 82% of dwellings on those completed schemes have been at a density above 30 dwellings per hectare (dph). The historical trend also indicates that density rates have been above 30dph and so consideration needs to be given as to whether the density figure in this policy is suitable or if it should be higher.</p> <p>It should be noted that the policy is in accordance with the NPPF since it will help to deliver a wide choice of high quality homes across Bradford and also in relation to the requirement for <i>'setting out housing density to reflect local circumstances'</i>.</p>												
<p><b>Mitigation:</b>  Should there be a requirement for a higher density target in urban areas, in order to maximise use of PDL and to generally to make the best use of sustainable urban locations? Consideration also needs to be given as to whether a higher density figure than 30dph could be achieved?</p>												

## Policy HO6 Maximising The Use of Previously Developed Land

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy HO6 – Maximising The Use of Previously Developed Land									
		Commentary									Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The reuse of PDL contributes significantly towards this objective.									Move towards significantly.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		The reuse of PDL contributes significantly towards this objective. since it will help to recycle land which has already been developed and reduce new amount of new development and associated waste production. However, use of PDL may require remediation of contaminated land, which itself may generate low level contaminated waste requiring disposal. This would have uncertain impacts on this objective. Overall impacts on this objective are therefore a mixture of positive and uncertain.									Move towards significantly.
3. Reduce the district's impact on climate change and vulnerability to its effects		No significant impacts.									Uncertain
4. Safeguard and improve air, water and soil resources		The reuse of PDL contributes significantly towards this objective. In particular, there would be positive impacts through restoration of potentially contaminated sites and preservation of soil resources for greenfield sites which remain undeveloped.									Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The reuse of PDL will help to reduce the use of greenfield land which should help to protect internationally, nationally and locally valued wildlife sites and move significantly towards this objective. However, PDL could represent local importance for biodiversity, depending upon the specifics of the site in question and so there are also uncertain impacts on this objective.									Move towards significantly.
6. Maintain and enhance the character of natural and man made landscapes		The reuse of PDL contributes significantly towards this objective.									Uncertain
7. Protect and enhance historic assets and their settings		Impacts on this objective are uncertain as PDL may include historic assets and so re-use of PDL sites would need to be carefully considered on a case by case basis to assess their historic value. As specific PDL sites have not been outlined the overall impacts on this objective are uncertain.									Move towards significantly.
											Uncertain.





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO6 – Maximising The Use of Previously Developed Land										
		Commentary										Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated										Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated										Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated										Neutral
<b>Summary:</b>		<p>The policy has a number of positive impacts, particularly in relation to the environmental objectives, which would be expected through giving priority to development of PDL, rather than the use of new undeveloped land. The policy also has positive social impacts since it will help to provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources.</p> <p>There are also positive impacts in relation to transport, since requiring a high % of new housing to be on PDL in the Regional City of Bradford and in the Principal Towns, with lower percentages in Local Growth and Service Centres will help to ensure good use of public transport. This requirement will also help with regards to the regeneration of these areas.</p> <p>It is welcomed that the wording in the policy regarding the PDL target states that this the minimum target and so re-use of PDL could be higher depending upon what sites come forward for development.</p> <p>It should be noted that the policy is in accordance with the NPPF, since it will help to deliver a wide choice of high quality homes across Bradford.</p>										
<b>Mitigation:</b>		<p>In the Further Engagement Core Strategy Draft there was a target for 60% PDL. Could the policy be revised upwards from 55% in order to be consistent with the attempt to have the maximum number of homes sited on PDL?</p>										

## Policy HO7 Housing Site Allocation Principles

KEY	--	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
<b>Policy HO7 – Housing Site Allocation Principles</b>												
<b>SA Objectives</b>						<b>Commentary</b>						<b>Scoring</b>
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy						The policy contributes significantly towards this objective as re-use of PDL is promoted and policy seeks to maximise environmental benefits of development including opportunities to draw energy supply from decentralised and renewable/low carbon sources.						Move towards significantly.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered						The reuse of PDL contributes significantly towards this objective, since it will help to recycle land which has already been developed and reduce new amount of new development and associated waste production. However, use of PDL may require remediation of contaminated land, which itself may generate low level contaminated waste requiring disposal. This would have uncertain impacts on this objective., Overall impacts on this objective are therefore a mixture of positive and uncertain.						Move towards significantly
3. Reduce the district's impact on climate change and vulnerability to its effects						Given that part c) of the policy would provide opportunities to draw energy supply from decentralised and renewable / low carbon sources, there would be minor positive impacts on this objective.						Uncertain
4. Safeguard and improve air, water and soil resources						The policy states that sites allocated for housing will make maximum use of previously developed land and to reclaim derelict land. This will help to minimise the use of greenfield land and help to protect soil resources and therefore have a significant positive impact on this objective.						Move towards marginally.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats						The policy seeks to maximise the productive benefits of housing development by prioritising sustainably located sites which would enhanced biodiversity or ensure not net loss of biodiversity. The policy also seeks to maximise the positive environmental impacts of development through biodiversity enhancement and to avoid development of sites which would result in the fragmentation or isolation of habitats. The policy therefore contributes significantly towards this objective.						Move towards significantly
6. Maintain and enhance the character of natural and man made landscapes						The policy seeks to ensure sites allocated for housing minimise harm to the landscape context including character and setting of area in question and thus makes a significant positive contribution to this objective.						Move towards significantly.
7. Protect and enhance historic assets and their settings						The policy does not make specific mention of the historic environment. Perhaps reference needs to be made to ensure that sites allocated for housing will not adversely impact upon the historic environment. The policy therefore moves marginally away from this objective.						Move away marginally

KEY	--	-	+	++	0	Neutral	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly				

SA Objectives		Policy HO7 – Housing Site Allocation Principles						Scoring
		Commentary						
8. To provide the opportunity for everyone to live in quality housing which reflects individual preferences and resources	The policy does not set out type and tenure of housing but does state that sites allocated for housing should avoid adverse impacts of housing growth by selecting sites accessible to a range of services and also accessible to quality public transport. This will help provide choice for people and have a marginal positive impact on this objective.							Move towards marginally.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	No effects are anticipated							Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	The policy makes a significant contribution towards this objective as the policy seeks to minimise the adverse environmental impacts of housing development by measures including selecting sites accessible to quality public transport services.							Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings	The policy promotes the re-use of PDL and seeks to reclaim derelict land for housing and therefore makes a significant positive contribution towards this objective. The policy also seeks to minimise the use of green belt land within the plan area, which will also make a significant positive contribution towards this objective.							Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks	No effects are anticipated							Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	Allocating sites for housing which will help to remedy deficiencies in local infrastructure and services, and also to promote allocation of housing sites that are accessible to a range of services and facilities will help provide social cohesion. The policy therefore makes a minor positive contribution towards this objective.							Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all	No effects are anticipated							Neutral.
15. Improve safety and security for people and property	No effects are anticipated							Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	The policy prioritises the allocation of sites for housing which will remedy identified deficiencies in local infrastructure and services including open space, community and education facilities. This will help to reduce inequality to access and social care and make a marginal positive contribution towards this objective.							Move towards marginally.

KEY	--	-	+	++	0	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly			

SA Objectives		Policy HO7 – Housing Site Allocation Principles					
		Commentary					Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated					Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated					Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area.		No effects are anticipated					Neutral.
<p><b>Summary:</b>  The policy has a number of positive impacts, particularly in relation to the environment through re-use of PDL, maximising opportunities to draw energy supply from low carbon/renewable sources and to maximise positive environmental impacts of development through biodiversity enhancements and also through seeking to minimise use of green belt land. The policy also seeks to ensure sites allocated for housing minimise harm to landscape, which has positive environmental impacts.</p> <p>It should be noted that the policy is in accordance with the NPPF since it will help to help to ensure that sites allocated for housing are sustainable and deliverable and will not have adverse environmental impacts. The policy also seeks to minimise use of greenbelt land which accords with NPPF requirements in relation to protecting the green belt.</p>							
<p><b>Mitigation:</b>  It is recommended that the policy includes wording which will ensure that sites allocated for housing will not adversely impact upon the historic environment.</p>							





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO3 – Distribution of Housing Requirement										
		Commentary										
		Scoring										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated										
<b>Summary:</b>	<p>The policy has significant positive impacts in relation to housing since the policy will help to provide the right mix of housing to meet the diverse needs of Bradford's population, and will help to deliver 3 and 4 bedroom homes which has previously been identified in the Strategic Housing Market Assessment as needed in Bradford. Supporting the provision of specialist accommodation for older people will also help to meet an important need in Bradford.</p> <p>There are minor positive impacts socially since meeting housing need will help to provide social cohesion, as will attempts to reduce overcrowding through provision of larger homes in areas suffering from high levels of overcrowding.</p> <p>It should also be noted that the policy is in accordance with NPPF requirements since it will help to deliver a wide choice of high quality homes and fulfils the need for Local Planning Authorities to <i>'identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand'</i>.</p>											
<b>Mitigation:</b>	None											



## Policy HO9 Housing Quality

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy HO9 – Housing Quality										
		Commentary										Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		This policy requires that all new housing developments will meet the highest possible sustainable design and construction standards which would make a significant positive contribution towards this objective.										Move towards significantly.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		The policy requires that new development should provide adequate storage for bins and recycling. This will help increase rates of recycling and move significantly towards this objective.										Move towards significantly.
3. Reduce the district's impact on climate change and vulnerability to its effects		Providing high quality housing will help to reduce impacts on climate change through good design and use of sustainable materials etc.. and also through the requirements to have zero carbon housing from the 1 <sup>st</sup> April 2016 and therefore the policy makes a significant contribution towards this objective.										Move towards significantly.
4. Safeguard and improve air, water and soil resources		No effects are anticipated										Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		No effects are anticipated										Neutral
6. Maintain and enhance the character of natural and man made landscapes		No effects are anticipated										Neutral
7. Protect and enhance historic assets and their settings		No effects are anticipated.										Neutral
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		The policy makes a significant positive contribution towards this objective by encouraging all housing developments to be high quality and achieve good design, which will help to ensure that quality housing is provided.										Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain																							
													Policy HO9 – Housing Quality																						
SA Objectives												Commentary												Scoring											
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts												No effects are anticipated												Neutral.											
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car												No effects are anticipated												Neutral.											
11. Improve the quality of the built environment and make efficient use of land and buildings												The policy requires new housing developments to be high quality and achieve good design, and that the Council will encourage all new housing developments to meet the highest possible design and construction requirements. This will help to improve the quality of the built environment.												Neutral.											
12. Improve the quality and range of services available within communities and connections to wider networks												No effects are anticipated												Neutral.											
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods												Providing high quality housing will help to provide social cohesion and therefore makes a minor positive contribution towards this objective.												Move towards marginally.											
14. Create good cultural, leisure and recreation activities available to all												No significant impact.												Neutral.											
15. Improve safety and security for people and property												No effects are anticipated												Neutral.											
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care												Providing high quality housing will help to improve health and well being and therefore makes a minor positive contribution towards this objective.												Move towards marginally.											
17. Promote education and training opportunities which build the skills and capacity of the population												No effects are anticipated												Neutral.											
18. Increase the number of high quality job opportunities suited to the needs of the local workforce												No effects are anticipated												Neutral.											

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy HO3 – Distribution of Housing Requirement</b>												
<b>SA Objectives</b>						<b>Commentary</b>						
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area						No effects are anticipated						
<b>Summary:</b>						The policy has positive impacts on several of the environmental objectives since it will help to ensure good design of new housing, to achieve zero carbon homes from 1 <sup>st</sup> April 2016 and to encourage recycling through adequate storage for recycling. There are also positive impacts in relation to social objectives 8 and 13 since high quality housing will help ensure the population of Bradford has good access to housing and will encourage social cohesion. It should be noted that the policy is in accordance with NPPF since it seeks to deliver a wide range of high quality housing across Bradford. The policy will also contribute to high quality design and a good standard of amenity for all existing and future occupants of land and buildings, which is also in accordance with NPPF requirements.						
<b>Mitigation:</b>						None.						
						<b>Scoring</b>						
						Neutral.						

## Policy HO10 Overcrowding

KEY	--	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy HO10 – Overcrowding</b>											
<b>SA Objectives</b>											
<b>Commentary</b>											
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy											Move towards marginally.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered											Move towards significantly.
3. Reduce the district's impact on climate change and vulnerability to its effects											Move towards marginally.
4. Safeguard and improve air, water and soil resources											Move towards marginally.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats											Neutral.
6. Maintain and enhance the character of natural and man made landscapes											Move towards marginally.
7. Protect and enhance historic assets and their settings											Neutral.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources											Move towards significantly.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy HO10 – Overcrowding</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No effects are anticipated								Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No effects are anticipated								Neutral.
<b>Summary:</b>												
The policy has a number of positive impacts since re-use of the existing housing stock will have positive environmental impacts in relation to efficient use of energy, waste reduction, and climate change. The policy also has positive social impacts since it will help to reduce overcrowding and bring empty homes back into use. This will also have beneficial health impacts.												
It should be noted as well that the policy is in accordance with NPPF which requires Local Planning Authorities to 'bring back into residential use empty housing and buildings in line with local housing and empty homes strategies'.												
<b>Mitigation:</b>												
None												

## Policy HO11 Affordable Housing

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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Policy HO11 – Affordable Housing											
SA Objectives											
Commentary											Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	No effects are anticipated										Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered	No effects are anticipated										Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects	No effects are anticipated										Neutral.
4. Safeguard and improve air, water and soil resources	No effects are anticipated										Neutral.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	No effects are anticipated										Neutral.
6. Maintain and enhance the character of natural and man made landscapes	No effects are anticipated										Neutral.
7. Protect and enhance historic assets and their settings	No effects are anticipated										Neutral.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	The policy sets targets for affordable housing in order to meet this need and so makes a significant positive contribution towards this objective. The policy also states that consideration will be given to allocating rural exception sites within specific rural settlements in the Allocations DPD and in Neighbourhood plans, where sufficient affordable sites to meet local need cannot otherwise be delivered. This will provide opportunities for those in rural areas to afford housing and also helps to move significantly towards this objective.										Move towards significantly.





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy HO11 – Affordable Housing</b>												
<b>SA Objectives</b>						<b>Commentary</b>						
						<b>Scoring</b>						
18. Increase the number of high quality job opportunities suited to the needs of the local workforce						No effects are anticipated						
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area						No effects are anticipated.						
<b>Summary:</b>						<p>The policy has positive impacts in relation to housing since it will help to make housing affordable for the population of Bradford, which help remove uncertainties around affordability and to help people to live in high quality housing, which reflects individual's needs, preferences and resources. There are also social and health benefits in relation to this policy, as the policy will allow more people to live in their own home.</p> <p>It is noted that viability of housing schemes can be a problem in urban areas, which is reflected in the lower percentage requirement for inner Bradford and Keighley. This approach will still help to deliver some affordable housing in these areas, but will help to avoid viability issues restricting development in these areas.</p> <p>The settlement study for Keighley notes a lack of affordable housing and severe deprivation as key problems for the town and so the provision in the Plan to provide affordable housing will help to regenerate Keighley and have positive impacts upon the town</p> <p>It should be noted as well that the policy is in accordance with NPP which requires Local Planning Authorities where they have identified that affordable housing is needed to <i>'set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time'</i>.</p>						
<b>Mitigation:</b>						None						

## Policy HO12 Gypsies, Travellers and Travelling Showpeople

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy HO12 – Gypsies, Travellers and Travelling Showpeople		Commentary	Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy			No effects are anticipated		Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered			No effects are anticipated		Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects			No effects are anticipated		Neutral.
4. Safeguard and improve air, water and soil resources			The policy requires that sites allocated for gypsy and travellers and travelling showpeople will be assessed against criteria including the avoidance of significant adverse impacts on the environment and so will have a minor positive impact overall on this objective.		Move towards marginally.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats			The policy sets out the criteria for assessing potential gypsy and traveller and travelling showpeople against and this includes the avoidance of significant adverse effects on the environment and adjacent land uses which should help towards meeting this objective.  The policy states that criteria for assessing speculative proposals for rural exceptions via planning applications will be set out in the allocations DPD and will give priority to protecting the most sensitive sites and those areas of land where development would significantly undermine the openness of the greenbelt. This requirement also has positive impacts on this objective.  Overall it is considered that there will be minor positive impacts upon this objective.		Move towards marginally.
6. Maintain and enhance the character of natural and man made landscapes			The policy requires that sites allocated for gypsies and travellers will avoid significant adverse impact on the environment and adjacent land uses and to incorporate appropriate design and landscaping standards. This will help to maintain and enhance the character of natural and man made landscapes and make a minor positive contribution towards this objective.		Move towards marginally.
7. Protect and enhance historic assets and their settings			The policy requires that sites allocated for gypsies and travellers will avoid significant adverse impact on the environment and adjacent land uses. This will help towards protecting historic assets and their settings. Overall though it is considered that there will be no significant impacts on this objective.		Neutral.

KEY	SA Objectives		Policy HO12 – Gypsies, Travellers and Travelling Showpeople						Scoring			
	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++		Move towards significantly	0	Neutral

SA Objectives		Policy HO12 – Gypsies, Travellers and Travelling Showpeople										
		Commentary										
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		Major positive impact on this objective as it provides dedicated sites for minority groups of society and will allow them to live in the housing/accommodation of their choice.										
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated										
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The policy requires potential sites for gypsy and traveller and travelling showpeople to be accessible by public transport which would help to reduce congestion and pollution. The effect of that is considered minor so overall impacts are neutral.										
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy requires good design standards for sites proposed for gypsy and traveller and travelling showpeople which will help to improve the quality of the built environment and make a minor positive contribution towards this objective. Furthermore, the policy states that criteria for assessing speculative proposals for rural exceptions via planning applications will be set out in the allocations DPD and will give priority to protecting the most sensitive sites and those areas of land where development would significantly undermine the openness of the greenbelt. This requirement also has positive impacts on this objective.										
12. Improve the quality and range of services available within communities and connections to wider networks		No effects are anticipated										
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The policy seeks to provide sites for a minority group of society so makes a significant positive contribution towards this objective.										
14. Create good cultural, leisure and recreation activities available to all		No effects are anticipated										
15. Improve safety and security for people and property		No effects are anticipated										
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The policy will provide dedicated sites for minority groups of society and so will help to improve health and well being for these groups and make a minor positive contribution towards 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 HO12 – Gypsies, Travellers and Travelling Showpeople									
		Commentary									
		Scoring									
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated									
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated									
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated									
<b>Summary:</b>		<p>The policy has a number of positive impacts, particularly in relation to the environmental SA objectives since the policy seeks to avoid significant adverse effects on the environment from the allocation of sites for travellers and travelling showpeople. The policy also seeks to avoid any adverse impacts from rural exception sites, which will also have positive impacts on the environment.</p> <p>The policy moves significantly towards SA objective 13, since the policy seeks to provide for a minority group of society, which will help to provide social cohesion.</p> <p>It should be noted that the policy is in accordance with the NPPF which requires that</p> <p><i>'Local Planning Authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area The LPA should</i></p> <p><i>a) identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets</i></p> <p><i>b) identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15</i></p> <p><i>Criteria should be set to guide land supply allocations where there is identified need.</i></p> <p><i>Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally.'</i></p>									
<b>Mitigation:</b>		None.									



## Policy EN1 Protection of Recreation Open space

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain	
<b>Policy EN1 Protection of Recreation Open space</b>												
<b>SA Objectives</b>						<b>Commentary</b>						<b>Scoring</b>
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy			No effects are anticipated						Neutral.			
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered			No effects are anticipated						Neutral.			
3. Reduce the district's impact on climate change and vulnerability to its effects			No effects are anticipated.						Neutral.			
4. Safeguard and improve air, water and soil resources			Protecting land identified as recreation open space will help to safeguard air, water and soil resources and make a significant positive contribution towards this objective. Furthermore, the policy requires that housing developments will be required to provide for new or improved open space, sport and recreational facilities, which will also help to have significant positive impacts upon this objective.						Move towards significantly.			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats			The policy seeks to protect recreation open space and urban greenspace, land which may include important habitats for nationally and locally valued wildlife species. This would have positive impacts upon this objective. Furthermore, the policy requires that housing developments will be required to provide for new or improved open space, sport and recreational facilities. This may help to create habitats for wildlife, which would also have a positive impact upon this objective.						Move towards marginally.			
6. Maintain and enhance the character of natural and man made landscapes			The policy protects land identified as recreation open space and also urban greenspace, which will help to maintain and enhance the character of natural and man made landscapes and thus contributes significantly positively towards this objective.						Move towards significantly.			
7. Protect and enhance historic assets and their settings			No effects are anticipated						Neutral.			
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources			No effects are anticipated						Move towards marginally.			



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy EN1 Protection of Recreation Open space													
SA Objectives												Scoring	
Commentary													
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	No effects are anticipated												Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	No effects are anticipated												Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings	The policy seeks to protect recreation open space and urban greenspace and requires that new housing developments will be required to provide for new or improved open space, sport and recreation facilities. This will have positive impacts in the quality of the public realm and setting of the built environment. The policy also requires that where there is a deficiency of built recreational facilities, contributions may be required to secure provision of new or enhanced facilities. This will help to improve the quality of the built environment.												Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks	No effects are anticipated												Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	Protection of recreation open space and urban greenspace and the requirements for open space and recreation facilities as part of new housing developments, along with a requirement to contribute to built recreation facilities where deficiencies are identified, will all have significant positive impacts in relation to improving the quality of all neighbourhoods.												Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all	The policy contributes significantly positively towards this objective.												Move towards significantly.
15. Improve safety and security for people and property	No effects are anticipated												Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	The policy contributes significantly towards this objective by protecting land identified as recreation open space. This will help ensure that there is sufficient recreation provision across the Borough which will help to improve health and well-being.												Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated												Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN1 Protection of Recreation Open space										
		Commentary										Scoring
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.										Neutral.
<p><b>Summary:</b>            The policy will have a number of significant positive impacts, particular in relation to some of the environmental objectives, since protection of open space and recreation facilities will have positive impacts in relation to air, water and soil resources, biodiversity, landscape and making efficient use of land and buildings.            The policy also has significant positive impacts in relation to health as it will help to ensure that there are good recreational facilities available to all.            It is noted that there is a need to consider the range of typologies that it is appropriate to identify standards of provision for and the basis of these standards and that more detailed criteria on the role of provision standards will be identified in the allocations DPD. This will be important and will help to ensure that the positive impacts of this policy are maximised.            It should be noted as well that the policy is in accordance with NPPF, which supports the principle of access to high quality open spaces and existing opportunities for sport and recreation and the protection of existing open space and facilities.</p>												
<b>Mitigation:</b>		None										

## Policy EN2 Biodiversity and Geodiversity

KEY	--	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EN2 – Biodiversity and Geodiversity</b>													
<b>SA Objectives</b>													
<b>Commentary</b>													
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy					No effects are anticipated								Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered					No effects are anticipated								Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects					No effects are anticipated								Neutral.
4. Safeguard and improve air, water and soil resources					The policy contributes significantly positively towards this objective since sites of ecological and geological importance will be protected from adverse impacts which will help contribute towards safeguarding air, water and soil resources.								Move towards significantly.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats					<p>The policy makes a significant positive contribution towards this objective since the policy does not permit development which will have significant adverse impacts upon sites of geological or ecological value unless there are reasons for the proposal which outweigh the substantive nature conservation value of the site.</p> <p>In particular the policy requires that any development likely to have a significant effect on the South Pennine Moors will be subject to assessment under the Habitats Regulations at application stage. The policy requires appropriate mitigation for any development which will have adverse impacts upon locally designated sites and also sets out enhancement measures for habitats and species outside of designated sites which may be affected by new developments. All of these measures will have significant positive impacts upon this objective.</p> <p>Furthermore, Strategic Core Policy SC8 provides specific details on presumption against any development which would lead to an adverse impact upon the South Pennine Moors. This policy also includes a zonal approach to managing development within the identified 2.5km buffer zone. In conjunction with this policy, this will help to have significant positive impacts on this objective.</p> <p>The various enhancement measures outlined in the policy will also have significant positive impacts upon this objective.</p>							Move towards significantly.	



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy EN2 – Biodiversity and Geodiversity												
SA Objectives												Scoring
Commentary												
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No effects are anticipated											Neutral
17. Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated.											Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	No effects are anticipated											Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	No effects are anticipated											Neutral
<p><b>Summary:</b>  Policy EN2 seeks to protect biodiversity and geodiversity within the District and to identify principles for enhancing the overall biodiversity resource and stemming losses. It identifies a range of factors that need to be taken into account in identifying potential land for development and in managing proposals that come forward.  The policy has significant positive impacts in relation SA objective 5 since the policy affords protection for the South Pennine Moors through a requirement that any development affecting this designation is subject to Habitats Regulations Assessment. This policy is also important in light of the HRA undertaken in support of the Core Strategy and the recommendation for mitigation zoning around the North and South Pennine Moors SAC, SPA and SSSI.  The policy does not permit development on important biodiversity or geodiversity sites unless there are overriding reasons for the development to go ahead. In such cases, the policy requires appropriate mitigation measures. The policy seeks to protect locally designated sites and habitats and species outside of designated sites. All of these measures will help to have significant positive impacts in relation to biodiversity.  The measures in the policy will also have a positive impact in relation to air, water and soil resources, which are a key part of biodiversity and on the landscape of Bradford.  No significant effects are anticipated on the rest of the SA objectives.  It should be noted that the policy is in accordance with the NPPF which seeks to conserve and enhance the natural environment, including a requirement to contribute to and enhance the natural and local environment and minimise impacts on biodiversity and geodiversity.</p>												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy EN2 – Biodiversity and Geodiversity**

<b>Mitigation:</b> None.	<b>Commentary</b>	<b>Scoring</b>
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KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EN3 – Historic Environment</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts				No effects are anticipated.						Neutral		Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car				No effects are anticipated.						Neutral.		Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings				The policy states that the Council will work with partners to proactively preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings. This will help to make efficient use of land and buildings and make a positive contribution towards this objective.						Move towards significantly.		Move towards significantly.
12. Improve the quality and range of services available within communities and connections to wider networks				No effects are anticipated.						Neutral.		Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods				The historic environment can be an important part of many neighbourhoods and so efforts to protect and enhance the historic environment will help to improve the quality of all neighbourhoods and have a minor positive impact upon this objective.						Move towards marginally.		Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all				The historic environment forms part of the cultural, leisure and recreation facilities on offer in the district and so protection of the historic environment will make a significant positive contribution towards this objective.						Move towards significantly.		Move towards significantly.
15. Improve safety and security for people and property				No effects are anticipated.						Neutral.		Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care				No effects are anticipated.						Neutral.		Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population				No effects are anticipated.						Neutral.		Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No effects are anticipated.						Neutral.		Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN3 – Historic Environment										
		Commentary										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated										
<b>Summary:</b>		<p>The policy will have significant positive impacts in relation to SA objectives 6, 7, 11 and 13. Through the Council working with partners to proactively preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings, there will be benefits in terms of maintaining and enhancing the landscape of Bradford, protecting and enhancing historic assets and their settings, making the most efficient use of land and buildings and creating good cultural, leisure and recreation facilities available to all. The Council working with partners will also help to improve the quality of all neighbourhoods in Bradford.</p> <p>It should be noted as well that the policy is in accordance with NPPF, which seeks to conserve and enhance the historic environment and that Local Planning Authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.</p>										
<b>Appraisal Matrices:</b>		It is recommended for the avoidance of doubt that the policy makes clear what Bradford's Heritage assets are – does this compromise all formally designations or does it more widely cover the whole of the built environment.										
		Neutral.										
		Scoring										



KEY	--	-	+	++	0	?	Uncertain
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly			

SA Objectives		Policy EN4 - Landscape					
		Commentary					
		Scoring					
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	No effects are anticipated.						Neutral.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	No effects are anticipated.						Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	No effects are anticipated.						Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings	No significant impacts.						Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks	No effects are anticipated.						Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy requires plans, policies and proposals to make a positive contribution towards conservation, management and enhancement of the diversity of landscapes within various districts of Bradford. The policy also sets out a number of criteria which will be used to assess whether change in the landscape can be considered to be acceptable. Through protecting and enhancing the landscape of Bradford there will be positive impacts in relation to improving the quality of all neighbourhoods in Bradford.						Move towards marginally.
14. Create good cultural, leisure and recreation activities available to all	The district's landscape contributes to the cultural, leisure and recreation facilities which are available to all. Protection and enhancement of the landscape in Bradford will help to have minor positive impacts on this objective.						Move towards marginally.
15. Improve safety and security for people and property	No effects are anticipated.						Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No effects are anticipated.						Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EN4 - Landscape</b>												
<b>SA Objectives</b>						<b>Commentary</b>						
<b>Scoring</b>												
17. Promote education and training opportunities which build the skills and capacity of the population						No effects are anticipated.						
18. Increase the number of high quality job opportunities suited to the needs of the local workforce						No effects are anticipated.						
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area						No effects are anticipated.						
<b>Summary:</b>												
The policy has significant positive impacts in relation to air, water and soil resources, biodiversity and landscape. The policy will help to protect and enhance the landscape of Bradford, which also has positive impacts for habitats and species and air, water and soil which form a key part of the landscape.												
The policy also has minor positive impacts in relation to SA objectives 13 and 14 since protecting and enhancing the landscape will help to improve the quality of neighbourhoods and also has positive impacts in relation to cultural, leisure and recreational facilities.												
<b>Mitigation:</b>												
None												



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy EN5 – Trees and Woodlands												
SA Objectives		Commentary										Scoring
9.	Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	No effects are anticipated.										Neutral.
10.	Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	No effects are anticipated.										Neutral.
11.	Improve the quality of the built environment and make efficient use of land and buildings	No effects are anticipated.										Neutral.
12.	Improve the quality and range of services available within communities and connections to wider networks	No effects are anticipated.										Neutral.
13.	Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	No effects are anticipated.										Neutral.
14.	Create good cultural, leisure and recreation activities available to all	No effects are anticipated.										Neutral.
15.	Improve safety and security for people and property	No effects are anticipated.										Neutral.
16.	Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No effects are anticipated.										Neutral.
17.	Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated.										Neutral.
18.	Increase the number of high quality job opportunities suited to the needs of the local workforce	No effects are anticipated.										Neutral.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN5 – Trees and Woodlands										
		Commentary										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.										
<b>Summary:</b> The policy will have positive impacts on SA objectives 3, 4, 5 and 6 since trees and woodlands play an important part in combating climate change, form a key part of wildlife habitats and will help to maintain and enhance the character of natural and man made landscapes. There will also be positive impacts on air water and soil resources, since these form an important part of landscapes. It should be noted as well that the policy is in accordance with NPPF which seeks to conserve and enhance the natural environment.												
<b>Mitigation:</b> None.												
		Neutral.										
		Scoring										

## Policy EN6 Energy

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN6 - Energy										
		Commentary										Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		The policy promotes renewable and low carbon energy generation, supporting renewable energy generation targets and helping to reduce the need to generate energy from the burning of fossil fuels. The policy therefore contributes significantly positively towards this objective.										Move towards significantly.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		No effects are anticipated.										Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects		Maximising energy efficiency and supporting development of renewable and low carbon sources of energy will make a significant positive contribution towards this objective.										Move towards significantly.
4. Safeguard and improve air, water and soil resources		<p>The policy focuses on the provision of low carbon and renewable energy infrastructure, which in itself would not be the source of air quality issues (depending upon how such energy is generated) so would not be a direct benefit in reducing local emissions of air pollutants (which would more likely to be sourced from traffic and from emissions from certain types of industry).</p> <p>Some renewable energy developments would help to reduce greenhouse gas emissions (for example wind or wave power) which would help to have positive benefits in relation to air quality. However, other types of renewable energy development if poorly managed could be the source of odour emissions.</p> <p>Like any new development siting of renewable energy developments could involve land take, depending upon the type of development which could have impacts in relation to soil or water resources.</p> <p>Due to the potential for some types of renewable energy to have positive impacts in reducing harmful emissions there will be overall minor positive impacts upon this objective.</p>										Move towards marginally.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy requires assessment of environmental impacts of renewable energy development including a requirement to ensure that such developments will have no adverse impact on the integrity of the South Pennine Moors SAC/SPA. This will help to conserve species and habitats which use and exist in this designated area. This will help to have minor positive impacts upon this objective.										Move towards marginally.
6. Maintain and enhance the character of natural and man made landscapes		Renewable energy developments can have a significant impact upon the landscape. The policy requires that an assessment of the environmental impacts of renewable energy development will need to include visual and cumulative impacts and also a full assessment of environmental impacts. This may help to maintain and enhance the character of landscapes.										Move towards marginally.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN6 - Energy										
		Commentary										Scoring
15. Improve safety and security for people and property		No effects are anticipated.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No effects are anticipated.										Neutral
17. Promote education and training opportunities which build the skills and capacity of the population		Support for maximising energy efficiency and supporting the development of renewable and low carbon sources of energy may create training opportunities. However, any positive impacts would depend upon the approach taken by renewables developers. Impacts are therefore uncertain at this stage.										Uncertain
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		Supporting the development of renewable and low carbon energy has the potential to create jobs which would could a significant positive contribution towards this objective. However, any positive impacts would depend upon the approach taken by renewable energy developers and the skills of the local workforce. Impacts are therefore uncertain at this stage.										Uncertain
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		Supporting the development of renewable and low carbon energy has the potential to attract inward investment from renewable energy developers. However, any positive impacts upon this objective would depend upon the approach taken by such developers. Impacts are therefore uncertain at this stage.										Uncertain.
<p><b>Summary:</b></p> <p>The policy will have positive impacts in relation to climate change, air resources and human health through helping to reduce reliance upon fossil fuels and in turn reduce harmful emissions. The requirements in the policy that all proposals for renewable and low carbon generation must include full assessment of environmental impacts, which will need to include visual and cumulative impacts and a requirement to ensure no adverse impact on integrity of the South Pennine Moors, will help to have positive impacts on SA objectives 5, 6 and 7.</p> <p>The policy will have significant positive impacts on SA objectives 8 and 11 since the policy will help to deliver sustainable and energy efficient buildings.</p> <p>There are uncertain impacts on the economic objectives as the approach taken by renewables developers in relation to training opportunities, jobs and investment would determine whether or not there were any positive impacts.</p> <p>It should be noted as well that the policy is in accordance with NPPF, which supports the role of planning in encouraging the delivery of renewable and low carbon energy and associated infrastructure. The NPPF also requires Local Planning Policies to design their policies to maximise renewable and low carbon energy development whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts.</p>												

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy EN6 - Energy**

**Commentary**

**Mitigation:**  
None.

**Scoring**

## Policy EN7 Development and Flood Risk

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
<b>Policy EN7 – Development and Flood Risk</b>											
<b>SA Objectives</b>											
<b>Commentary</b>											
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy					No effects are anticipated.						Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered					No effects are anticipated.						Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects					The policy seeks to manage flood risk pro-actively which will help make a positive contribution towards reducing the district's vulnerability to the effects of climate change, since increased flooding can result from an increase in climate change. Restricting development in areas identified as functional floodplain to water compatible uses and essential infrastructure only will further help to have positive impacts upon this objective.						Move towards significantly.
4. Safeguard and improve air, water and soil resources					The policy will help make a significant positive contribution towards safeguarding water resources by managing flood risk proactively. There is therefore a significant positive contribution towards this objective.						Move towards significantly.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats					The policy seeks to manage flood risk pro-actively and seeks to manage and reduce impacts of flooding within beck corridors, in a manner which enhances their value for wildlife. The policy also requires developers to assess the feasibility of implementing and maintaining SUDS in a manner that maximises habitat value. These measures will have significant positive impacts upon this objective.						Move towards significantly.
6. Maintain and enhance the character of natural and man made landscapes					By proactively managing flood risk this will help to ensure that the districts natural and man made landscapes are not adversely affected or damaged by flooding. The policy therefore makes a significant positive contribution towards this objective.						Move towards significantly.
7. Protect and enhance historic assets and their settings					Proactively managing flood risk will contribute towards protecting enhancing historic assets and their settings from flood damage and thus make a significant positive contribution towards this objective.						Move towards significantly.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources					No effects are anticipated.						Neutral.

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy EN7 – Development and Flood Risk										
		Commentary										
		Scoring										
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated.										Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No effects are anticipated.										Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings		No effects are anticipated.										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks		No effects are anticipated.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No effects are anticipated.										Neutral.
14. Create good cultural, leisure and recreation activities available to all		No effects are anticipated.										Neutral.
15. Improve safety and security for people and property		The policy will make a significant positive contribution towards this objective. Pro-actively managing flood risk will reduce the risks of property and people being flooded and affected by flooding and in turn will make the district a safer place to live.										Move towards significantly.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No effects are anticipated.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated.										Neutral.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN7 – Development and Flood Risk										
		Commentary										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.										
<b>Summary:</b>		The policy has significant positive impacts upon SA objectives 3-7 and also SA objective 15. The policy will help to reduce the districts vulnerability to climate change and its effects, safeguard water resources, have positive impacts on biodiversity through wildlife enhancements in Bradford Beck corridors and through SUDS implementation and help to avoid landscapes and the historic environment of Bradford avoid flood damage. The policy will also improve safety and security for people and have significant positive impacts on SA objective 15. It should noted that the policy is in accordance with NPPF which requires Local Plans to take account of climate change over the longer term and plan new development to avoid increased vulnerability to the range of impacts arising from climate change.										
<b>Mitigation:</b>		None.										
		Neutral.										
		<b>Scoring</b>										

## Policy EN8 Environmental Protection

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Neutral	?	Uncertain
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SA Objectives		Policy EN8 – Environmental Protection	
		Commentary	
		Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		No effects are anticipated.	Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		No effects are anticipated.	Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects		Protecting and improving air quality will help to reduce impacts on climate change by reducing harmful emissions and thus make a significant positive contribution towards this objective.	Move towards significantly.
4. Safeguard and improve air, water and soil resources		<p>The policy makes a significant positive contribution towards safeguarding air and water resources. The policy requires that development proposals that have the potential to adversely affect air quality to incorporate measures to mitigate or offset emissions/impacts. It is also a positive contribution by requiring a positive impact on air quality in areas where air quality is a matter of concern.</p> <p>The policy also states that the Council will work with partner organisations to safeguard water resources and to protect and improve water quality, including ground and surface water resources, which will make a significant positive contribution towards safeguarding water resources. Overall it is considered that the policy makes a significant positive contribution towards this objective.</p>	Move towards significantly.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy states that the Council will work with partner organisations to safeguard ground and surface water resources and to protect and improve water quality. Proposals for development will only be accepted where there will be no adverse on water bodies and groundwater resources in terms of the important ecological features they support. The policy also states that the longer term aim will be to improve the ecological status of water within Bradford. All of this will help to have significant positive impacts upon this objective.	Move towards significantly.
6. Maintain and enhance the character of natural and man made landscapes		No effects are anticipated.	Neutral.
7. Protect and enhance historic assets and their settings		The policy requires that proposals for new development must identify potential nuisance issues arising from the proposal and address impacts on that development from existing land uses. This will help to ensure that nuisance issuers do not have adverse impacts on historic assets and their settings and have a minor positive impact upon this objective.	.Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN8 – Environmental Protection										
		Commentary										
		Scoring										
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		No effects are anticipated.										Neutral.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated.										Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No effects are anticipated.										Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy seeks to protect public health and the environment through a number of measures including a requirement to remediate contaminated and unstable land and also that nuisance issues for new development is identified and to address impacts on existing land use. This will help to make efficient use of land and have a minor positive impact upon this objective.										Move towards marginally.
12. Improve the quality and range of services available within communities and connections to wider networks		No significant impacts.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		Protecting and improving air quality will have a significant positive impact towards improving the quality of neighbourhoods. The policy also requires that potential nuisance issues are identified and to address impacts on existing land uses, which will also help to have a significant positive impact upon this objective.										Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all		No effects are anticipated.										Neutral.
15. Improve safety and security for people and property		The policy will help to ensure the health, safety and quality of life of those who live and work in Bradford and also for those who will in the future, which will have significant positive impacts on this objective.										Move towards significantly.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The policy makes a significant positive contribution towards this objective since protecting and improving air quality will have positive impacts on health and well being.										Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN8 – Environmental Protection										
		Commentary										Scoring
17.	Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated.										Neutral
18.	Increase the number of high quality job opportunities suited to the needs of the local workforce	No effects are anticipated.										Neutral.
19.	Support investment and enterprise that respects the local character and needs of Bradford and the wider area	No effects are anticipated.										Neutral.
<b>Summary:</b>		The policy will have a number of positive environmental impacts, particularly on water resources and biodiversity. The policy will help to safeguard and also protect and improve water resources. There will also be positive impacts on biodiversity through the aim to improve the ecological status of water within Bradford. There are also significant positive impacts in relation SA objectives 13, 15 and 16 through the requirement to identify nuisance issues and address impacts on existing land use, and also to improve air quality, with resultant positive impacts on health.										
<b>Mitigation:</b>		There are minor positive impacts on SA objectives 7 and 11. Addressing nuisance issues will help to protect historic assets and their settings and remediating contaminated/unstable land will help to make efficient use of land.										
		It should be noted as well that the policy accords with the NPPF in a number of different ways in relation to requirements to conserve and enhance the natural and historic environments and to promote healthy communities.										
<b>Mitigation:</b>		None.										





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN9 – New Minerals Extraction Sites										
		Commentary										Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		New minerals extraction sites could provide new jobs as part of working any sites. Any jobs created would depend upon if any new sites were brought forward for extraction so impacts on this objective are uncertain.										Uncertain.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.										Neutral.
<b>Summary:</b>		The sustainability impacts of this policy very much depend on the location and type of development proposed, but in principle, the pragmatic approach taken should help to ensure sustainable development.										
<b>Mitigation:</b>		Subject to adhering to the criteria outlined in the policy, potential effects from minerals extraction can be appropriately mitigated through planning conditions and permitting.										



## Policy EN10 Sandstone Supply

KEY	--	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN10 – Sandstone Supply										
		Commentary										
		Scoring										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		As the policy allows for the extraction of sandstone from either new quarries or extensions to existing quarries it scores negatively against this objective. However, it is noted that in accordance with Policy EN9 new sites are only allowed where there is an identified need.										Move away marginally
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		New sandstone quarries could result in an increase in the amount of waste produced. Given the uncertainty about whether new sites will come forward, it is considered that the impacts on this objective are uncertain at the moment.										Uncertain.
3. Reduce the district's impact on climate change and vulnerability to its effects		Although vehicle emissions from HGVs associated with the extraction of sandstone could impact upon climate change, it is considered any potential impacts would be exceptionally small in the context of overall vehicle movements in the local plan area. As such, it is considered the policy would not have any significant impacts on this objective.										Neutral
4. Safeguard and improve air, water and soil resources		Although new sandstone quarries could have a potentially adverse impact on air water and soil resources through the generation of dust and vehicle emissions and could affect water movements, such effects would be permitted and controlled either by planning condition or through permitting. As such, it is considered the policy would not have any significant impacts on this objective.										Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		The policy affords some protection to the environment as it states that locations of new quarries will only be allowed outside of areas where the natural environment is protected under national and international statutory designations or outside of areas where further minerals extraction activities would be likely to lead to the loss or significant deterioration of any irreplaceable habitats, or to the permanent disruption of a significant ecological network. It is possible that the policy could lead to some loss of local habitats whose value is insufficient to require designation but still may be important to local communities. However, given the direction towards ensuring the protection of significant habitats and species, the policy makes a positive contribution towards this objective.										Move towards marginally.
6. Maintain and enhance the character of natural and man made landscapes		The policy affords some protection to the environment as it states that new quarries will only be allowed in locations outside of areas where the natural environment is protected under national and international statutory designations. The policy therefore makes a positive contribution towards this objective.										Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN10 – Sandstone Supply										
		Commentary										Scoring
7. Protect and enhance historic assets and their settings		<p>The policy affords some protection to the environment as it states that new quarries will only be allowed in locations outside of areas where the natural environment is protected under national and international statutory designations, although it is unclear whether this would include Schedule Ancient Monuments and other historic environment designations. As such, the impacts of the policy on this objective would be considered uncertain.</p> <p>Whilst restricting the extraction of sandstone to within the areas of search in the Allocations DPD, the policy will accord significant weight to proposals that would result in an increased supply of particularly scarce building, roofing or paving stones needed for the repair of historic buildings or monuments; thus the policy is considered to make a positive contribution towards this objective.</p>										Move towards marginally.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		By enabling the extraction of minerals and thereby providing the raw materials with which to build quality housing, the policy would have an indirect positive effect on this objective.										Move towards marginally
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		Although it is considered that the extraction of minerals would no significantly impact on this policy in terms of maximising access, the extraction of minerals provides the raw materials with which to enable the development and maintenance of an integrated and efficient transport network, thereby having an indirect positive effect on this objective. Nevertheless, overall it is considered this policy would no significant impacts on this objective.										Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		New quarries could result in an increase in HGV journeys which could adversely impact on congestion and pollution. Nevertheless, such impacts would be considered on a case by case basis and controlled by planning condition and permitting as appropriate to the site location and existing traffic flows and is therefore unlikely to result in any net increases in congestion. As such, it is considered that the impacts of the policy on this objective are uncertain at this stage.										Uncertain.
11. Improve the quality of the built environment and make efficient use of land and buildings		No significant impacts										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks		No significant impacts										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No significant impacts										Neutral.

KEY	Move away significantly		Move away marginally		Move towards marginally		Move towards significantly		Neutral	?	Uncertain
	--	-	-	+	+	++	0				

SA Objectives		Policy EN10 – Sandstone Supply									
		Commentary									Scoring
14. Create good cultural, leisure and recreation activities available to all		No significant impacts									Neutral.
15. Improve safety and security for people and property		No significant impacts									Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No significant impacts									Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No significant impacts.									Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		New sandstone quarries could result in new job opportunities for people in the district. Any jobs created would depend upon if any new sites were brought forward for extraction, as such it is considered that impacts on this objective are uncertain									Uncertain.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impacts.									Neutral.
<b>Summary:</b>		This policy specifically relates to the supply of sandstone; in conjunction with the general approach set out in Policy EN9, the impacts of the policy will very much depend on the location of the development proposed, nevertheless the pragmatic approach taken should help to ensure sustainable development.									
<b>Mitigation:</b>		Subject to adhering to the criteria outlined in the policy, potential effects from minerals extraction can be appropriately mitigated through planning conditions and permitting.									

## Policy EN11 Sand, Gravel, Fireclay and Hydrocarbons

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Move towards significantly	Neutral	?	Uncertain
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SA Objectives		Policy EN11 – Sand, Gravel, Fireclay and Hydrocarbons		Commentary		Scoring						
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy								As the policy allows new extraction it scores negatively against the prudent and efficient use of natural resources, although it is noted that under Policy EN9 that new sites would only be permitted where there is an identified need and furthermore would need to be the criteria set out in the policy according to mineral type.			?	Uncertain
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered								The policy permits the extraction of sand, gravel, fireclay, coal, oil and gas. National policy also encourages the use of secondary and/or recycled materials and minerals waste could make to the supply of materials; however, this appears to be absent from the policy (although it could be argued that cross referencing to WM1 and reference to the waste management hierarchy addresses the underlying point). In providing for the extraction of sand, gravel, fireclay, and hydrocarbons the supply could lead to aggregate waste being produced (resulting from extraction process, any secondary processing and the construction activity itself) and as such, it is considered the impacts on this objective are negative.				Move away marginally
3. Reduce the district's impact on climate change and vulnerability to its effects								New extraction of sand, gravel, fireclay and coal supply could result in an increase in HGV journeys which could adversely impact on the district's impact on climate change. The frequency, volume and duration of movements are unknown at this stage and the impacts on this objective are therefore considered to be uncertain.				Uncertain.
4. Safeguard and improve air, water and soil resources								Although new sandstone quarries could have a potentially adverse impact on air water and soil resources through the generation of dust and vehicle emissions and could affect water movements, such effects would be permitted and controlled either by planning condition or through permitting. As such, it is considered the policy would not have any significant impacts on this objective.				Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats								The policy affords some protection to the environment. In relation to sand and gravel, it states that new sand and gravel extraction sites will only be allowed in locations outside of areas where the natural environment is protected under national and international statutory designations or outside locations where further minerals extraction activities would be likely to lead to the loss or significant deterioration of any irreplaceable habitats, or to the permanent disruption of a significant ecological network. In relation to coal, the policy states that proposals for coal extraction will not be permitted unless it can be demonstrated that the proposals are environmentally acceptable or can be made so by planning conditions/obligations. In relation to oil and gas the policy distinguishes between the exploration and appraisal of oil and gas resources and their commercial exploration. With regards to the former, such proposal will be supported in				Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN11 – Sand, Gravel, Fireclay and Hydrocarbons										
		Commentary										
		Scoring										
		<p>principle where the works are sites so as to minimise adverse impacts on the environment whilst allowing for effective exploration and appraisal of the potential resource. Similarly, in terms of commercial production, such proposal will be supported where a full appraisal programme for the oil and gas resource to be exploited has been completed which demonstrates that a viable oil or gas resource exists of a sufficient size to justify environmental costs associated with its extraction.</p> <p>It is possible that the policy could lead to some loss of local habitats whose value is insufficient to require designation but still may be important to local communities. However, given the direction towards ensuring the protection of significant habitats and species, the policy makes a positive contribution towards this objective.</p>										
		<p>The policy affords some protection to the environment. In relation to sand and gravel, it states that new sand and gravel extraction sites will only be allowed in locations outside of areas where the natural environment is protected under national and international statutory designations or where further minerals extraction activities would be likely to lead to the loss or significant deterioration of any irreplaceable habitats, or to the permanent disruption of a significant ecological network. The policy therefore makes a positive contribution towards this objective for these mineral resources.</p> <p>In relation to coal, the policy states that proposals for coal extraction will not be permitted unless it can be demonstrated that the proposals are environmentally acceptable or can be made so by planning conditions/obligations.</p> <p>In relation to oil and gas the policy distinguishes between the exploration and appraisal of oil and gas resources and their commercial exploration. With regards to the former, such proposal will be supported in principle where the works are sites so as to minimise adverse impacts on the environment whilst allowing for effective exploration and appraisal of the potential resource. Similarly, in terms of commercial production, such proposal will be supported where a full appraisal programme for the oil and gas resource to be exploited has been completed which demonstrates that a viable oil or gas resource exists of a sufficient size to justify environmental costs associated with its extraction.</p>										
	6. Maintain and enhance the character of natural and man made landscapes	<p>.As written, the policy focuses on the protection of the natural environment to the exclusion of designations in other settings such as the built and historic environment and as such is considered to have a negative impact on this objective. A potential mitigation measure could be to remove the reference to natural environment and to simply refer to "designations" so as to include Schedule Ancient Monuments, Listed Buildings etc.</p>										
	7. Protect and enhance historic assets and their settings	<p>Move away marginally.</p>										
	8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	<p>Move towards marginally.</p>										

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy EN11 – Sand, Gravel, Fireclay and Hydrocarbons												
SA Objectives						Commentary						Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts						No significant impact.						Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car						New quarries could result in an increase in HGV journeys which could adversely impact on congestion and pollution. Nevertheless, such impacts would be considered on a case by case basis and controlled by planning condition and permitting as appropriate to the site location and existing traffic flows and is therefore unlikely to result in any net increases in congestion. As such, it is considered that the impacts of the policy on this objective are uncertain at this stage.						Uncertain.
11. Improve the quality of the built environment and make efficient use of land and buildings						No significant impact.						Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks						No significant impact.						Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods						No significant impact.						Neutral.
14. Create good cultural, leisure and recreation activities available to all						No significant impact.						Neutral.
15. Improve safety and security for people and property						No significant impact.						Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care						No significant impact.						Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population						No significant impact.						Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy EN11 – Sand, Gravel, Fireclay and Hydrocarbons										
		Commentary										Scoring
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		New or extensions to existing quarries could result in new job opportunities for people in the district. Any jobs created would depend upon if any new sites were brought forward for extraction, as such it is considered that impacts on this objective are uncertain.										Uncertain
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No significant impact.										Neutral.
<b>Summary:</b>		This policy specifically relates to the supply of sand, gravel, fireclay and hydrocarbons; in conjunction with the general approach set out in Policy EN9, the impacts of the policy will very much depend on the location of the development proposed, nevertheless the pragmatic approach taken should help to ensure sustainable development.										
<b>Mitigation:</b>		Subject to adhering to the criteria outlined in the policy, potential effects from minerals extraction can be appropriately mitigated through planning conditions and permitting.										



## Policy EN12 Minerals Safeguarding

KEY	--	-	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EN12 Minerals Safeguarding</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
												Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy												Move away marginally
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered												Uncertain.
3. Reduce the district's impact on climate change and vulnerability to its effects												Neutral.
4. Safeguard and improve air, water and soil resources												Uncertain.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats												Uncertain.
6. Maintain and enhance the character of natural and man made landscapes												Uncertain.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy EN12 Minerals Safeguarding</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
17. Promote education and training opportunities which build the skills and capacity of the population				No significant impacts.								Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				Future minerals extraction could help to increase number of jobs in the district. Safeguarding of minerals for future extraction would therefore have an uncertain impact on this objective, as it would depend if minerals were extracted as to whether any jobs were created.								Uncertain.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No significant impacts.								Neutral.
<b>Summary:</b>												
The purpose of the policy is safeguard specific minerals resources of local and national importance from sterilisation by non-mineral development in accordance with the Government's approach to minerals planning as set out in NPPF paragraph 143. As such, the policy only safeguards areas through to contain mineral resources in order to support the supply addressed in Policies EN9, EN10 and EN11 and the appraisal has focussed on the effects of safeguarding the land. In doing so, the impacts of the policy are predominantly either neutral or uncertain on the various SA objectives.												
<b>Mitigation:</b>												
Not applicable.												





<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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<b>SA Objectives</b>	<b>Policy WM1: Waste Management</b>
<b>Commentary</b>	

**Summary:**  
 Policy WM1 requires the management of waste in accordance with the waste hierarchy and therefore contributes significantly to SA Objective 2 relating to minimising the growth in waste and increasing re-use, recycling and recovery. The policy also requires the provision of sufficient capacity within the District to accommodate future waste arisings and has regard to cross-boundary issues.

Through the adoption of a positive approach to the management of waste, positive impacts of the policy can be expected in relation to the protection and use of natural resources (encouraging waste minimisation and recycling), whilst providing materials for energy generation.

Impacts on the majority of the SA Objectives are considered to be neutral given the absence of a direct relationship with the policy.

**Mitigation:**  
 Not applicable.

## Policy WM2: Identifying Waste Management Sites

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy WM2: Identifying Waste Management Sites</b>												
<b>SA Objectives</b>						<b>Commentary</b>						
<b>Scoring</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy						The policy seeks to ensure that waste arisings in the district are managed in accordance with the waste management hierarchy and seeks to ensure increased capacity in facilities to move the district towards self sufficiency in the treatment of forecast future waste arisings. This will contribute to prudent resource use, as well as enabling the supply of energy generation from waste, where appropriate.						Move towards marginally
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered						The policy directly encourages the minimisation of waste and its systematic management in accordance with the waste hierarchy.						Move towards significantly
3. Reduce the district's impact on climate change and vulnerability to its effects						Encouraging the prudent management of waste will help to contribute to climate change mitigation, for example through generating energy from waste.						Move towards marginally
4. Safeguard and improve air, water and soil resources						Using a hierarchy to determine the need for new facilities and provide a framework for site identification will help to protect air, water and soil resources across the District and in specific locations.						Move towards marginally
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats						Careful site selection, consistent with other plan policies should ensure that biodiversity resources are protected.						Move towards marginally
6. Maintain and enhance the character of natural and man made landscapes						Careful site selection, consistent with other plan policies, should ensure that landscapes are protected.						Move towards marginally
7. Protect and enhance historic assets and their settings						Careful site selection, consistent with other plan policies, should ensure that historic assets are protected.						Move towards marginally
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources						No significant impacts.						Neutral
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts						No significant impacts.						Neutral





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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**SA Objectives**

**Policy WM2: Identifying Waste Management Sites**

**Commentary**

**Scoring**

**Summary:**  
 Policy WM2 seeks to ensure the appropriate selection of sites for waste management facilities and therefore contributes positively SA Objective 2 in relation to minimising the growth in waste. The policy prioritises existing operational waste sites over other PDL, Greenfield and green belt, which contributes positively to SA Objective 6 relating to landscape, although there could still be the potential for the development of waste facilities on greenfield land if insufficient sites are identified on PDL.  
 The policy requires all potential waste management sites to be subject to detailed assessment of their individual characteristics and the implications of any waste development on surrounding areas; as a result it is considered that the overall effect of the policy is positive.

**Mitigation:**  
 Where sites for waste management are permitted in accordance with the locational criteria set out in the policy, any potential adverse effects will need to be mitigated through appropriate planning conditions and permitting.

## Policy DS1 – Achieving Good Design

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy DS1 – Achieving Good Design										
		Commentary										Scoring
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		No effects are anticipated.										Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		No effects are anticipated.										Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects		No effects are anticipated.										Neutral
4. Safeguard and improve air, water and soil resources		No effects are anticipated.										Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats		No effects are anticipated.										Neutral
6. Maintain and enhance the character of natural and man made landscapes		Achieving good design will help to enhance the character of the natural and man made landscapes in Bradford through ensuring that new developments are well designed and respect local character and therefore do not adversely impact on the landscape of Bradford. This will have significant positive impacts on this objective.										Move towards significantly
7. Protect and enhance historic assets and their settings		Achieving good design has the potential to protect and enhance historic assets and their settings by ensuring that the design of new developments does adversely impact upon the historic environment. The various requirements in the policy will help to ensure that character of local areas is respected. This will all help to have a significant positive impact upon this objective.										Move towards significantly
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources		Requiring plans, development proposals and investment decisions to contribute to achieving good design will help to ensure that new housing is well designed and of high quality. In turn this will provide opportunities for the population of Bradford to live in quality housing and have a positive impact on this objective.										Move towards marginally

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS1 – Achieving Good Design</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts			No effects are anticipated.									Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car			No effects are anticipated.									Neutral
11. Improve the quality of the built environment and make efficient use of land and buildings			This policy will make a significant positive contribution towards this objective. The policy will help to achieve good design across Bradford, which will help to improve the quality of the built environment. Furthermore achieving good design will help to make efficient use of land and buildings through ensuring that new developments are well designed and are not wasteful with regards to how land and buildings are used. Avoiding piecemeal development, which the policy seeks to avoid, will further help in this regard.									Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks			No effects are anticipated.									Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods			By achieving good design this will directly help to improve the quality of all neighbourhoods and make a significant positive contribution towards this objective. The policy will help to support the regeneration aspirations of the district which will also have positive impacts in relation to improving the quality of neighbourhoods. The policy also seeks to achieve good design through working with local communities and key stakeholders to develop shared visions for the future of their areas. This will help to encourage the participation of local communities and also have significant positive impacts.									Move towards significantly
14. Create good cultural, leisure and recreation activities available to all			No effects are anticipated.									Neutral
15. Improve safety and security for people and property			No effects are anticipated.									Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care			The policy will help to support the regeneration aspirations of the district, which will indirectly help to improve health and well-being of the population of Bradford through improving run down and deprived areas of Bradford.									Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy DS1 – Achieving Good Design										
		Commentary										
		Scoring										
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.										Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated.										Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.										Neutral
<b>Summary</b>		The policy has a number of positive impacts particularly in relation to the environment since the policy will help to achieve good design across Bradford. The policy will help to ensure high quality new homes are built, through good design and have positive impacts on SA objective 11. The policy will also contribute positively to the regeneration aspirations of Bradford, which will help to improve health and well-being and have positive impacts on SA objective 16.										
		Furthermore, the design statements prepared by the local communities in Oxenhope, Ilkley, Menston and Burley-in-Wharfedale will further help in respect of improving the quality of the built environment and the quality of neighbourhoods in these areas and with the implementation of this policy.										
		It should be noted as well that the policy is in accordance with NPPF which requires good design states that it is <i>‘important to plan positively for the achievement of high quality and inclusive design for all development’</i> . The policy also requires that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area and that such policies <i>‘should be based on stated objectives for the future of the area’</i> .										
<b>Mitigation:</b>		None.										







KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS2 – Achieving Good Design</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
17. Promote education and training opportunities which build the skills and capacity of the population				No effects are anticipated.								Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No effects are anticipated.								Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No effects are anticipated.								Neutral
<b>Summary</b>												
The policy will help to improve the landscape across Bradford, and therefore impact positively on SA objective 6 in relation to maintaining and enhancing the character of landscapes and positive impacts on SA objective 11 in relation to making efficient use of land. The policy will also help to improve the quality of all neighbourhoods through the various in the policy to integrate development into the wider landscape.												
It should also be noted that the policy is in accordance with NPPF which requires that the planning system should contribute to and enhance the natural environment.												
<b>Mitigation:</b>												
None.												

## Policy DS3 – Urban Character

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS3 – Urban Character</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy			No effects are anticipated.							Neutral		Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered			No effects are anticipated.							Neutral		Neutral
3. Reduce the district's impact on climate change and vulnerability to its effects			No effects are anticipated.							Neutral		Neutral
4. Safeguard and improve air, water and soil resources			No effects are anticipated.							Neutral		Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats			No effects are anticipated.							Neutral		Neutral
6. Maintain and enhance the character of natural and man made landscapes			Urban character forms a part of natural and man made landscapes. The various measures in this policy to ensure that plans and development proposals are appropriate to their context in terms of layout, scale, density, details and materials will help to maintain the character of landscapes and will also help to enhance the landscape with respect to new developments. The policy will therefore have positive impacts on this objective.									Move towards marginally
7. Protect and enhance historic assets and their settings			The policy seeks to ensure that designs should ensure that 'tall buildings do not detract from key views or heritage assets'. Together with other measures in the policy to ensure that plans and development proposals are appropriate to their context in terms of layout, scale, density, details and materials there will be significant positive impacts in respect of protecting historic assets and their settings.									Move towards significantly
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources			No effects are anticipated.							Neutral		Neutral



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy DS3 – Urban Character											
		Commentary											
		Scoring											
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.											Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated.											Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.											Neutral
<b>Summary</b>		The policy will help to develop a strong sense of urban character, helping create a strong sense of place and be appropriate to their context, which will help to improve the quality of the built environment and also improve the quality of all neighbourhoods in Bradford. The policy will help to protect the historic environment as it requires that tall buildings do not detract from heritage assets.											
<b>Mitigation:</b>		None.											

Furthermore, the design statements prepared by the local communities in Oxenhope, Ilkley, Menston and Burley-in-Wharfedale will further help in respect of improving the quality of the built environment and the quality of neighbourhoods in these areas and with the implementation of this policy.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain

Policy DS4 Streets and Movement												
SA Objectives		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	The policy will help contribute towards an integrated and efficient transport network through ensuring that streets are well designed and allow for ease of access and connect to public transport. This will help to maximise access to public transport and have a significant positive impact on this objective.											Move towards significantly
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	The policy will indirectly help to reduce the need to travel by car by ensuring that streets are well-designed and allow for ease of access to, and connect with public transport. This will help to increase public transport use and reduce the need to travel by lorry/car, which will have positive impacts on this objective.											Move towards marginally
11. Improve the quality of the built environment and make efficient use of land and buildings	No effects are anticipated.											Neutral
12. Improve the quality and range of services available within communities and connections to wider networks	No effects are anticipated.											Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy will help to ensure that streets are well designed and to ensure smooth movement of pedestrians, which will help to improve the quality of all neighbourhoods in Bradford. The policy also seeks to encourage people to walk and cycle, which will help to increase participation in these activities. The policy will have significant positive impacts on this objective.											Move towards significantly
14. Create good cultural, leisure and recreation activities available to all	No effects are anticipated.											Neutral
15. Improve safety and security for people and property	The policy will help to improve safety for people since it will help to ensure that streets are well designed and that people can safely move about, which will have positive impacts upon this objective.											Move towards marginally
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	The policy sets out the various measures that plans and developments should incorporate to encourage people to walk, cycle and use public transport. This will help to improve health both from reduced vehicle emissions through increased public transport use and also through the health benefits of walking and cycling.											Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS4 Streets and Movement</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
17. Promote education and training opportunities which build the skills and capacity of the population				No effects are anticipated.								Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No effects are anticipated.								Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No effects are anticipated.								Neutral
<b>Summary</b>												
The policy has a number of positive impacts, particularly in relation to the transport objectives and also the environmental objectives in relation to climate change and air quality, since the policy will help to increase use of sustainable modes of transport and reduce vehicle emissions. There will also be benefits in relation to social cohesion and health, through encouragement for walking and cycling.												
It should be noted as well that the policy is in accordance with NPPF which promotes sustainable transport and that developments should be designed where practical to ' <i>give priority to pedestrian and cycle movements and have access to high quality public transport facilities</i> '.												
<b>Mitigation:</b>												
None.												



## Policy DS5 – Safe and Inclusive Places

KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS5 – Safe and Inclusive Places</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
<b>Scoring</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy			No effects are anticipated.									Neutral
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered			The policy requires that plans and development proposals should make a positive contribution to people's lives through high quality, inclusive design, including appropriate arrangements for servicing, waste handling, recycling and storage. The policy will help to encourage recycling through ensuring that there are facilities for recycling in new developments, which will have positive impacts on this objective.									Move towards marginally
3. Reduce the district's impact on climate change and vulnerability to its effects			No effects are anticipated.									Neutral
4. Safeguard and improve air, water and soil resources			No effects are anticipated.									Neutral
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats			No effects are anticipated.									Neutral
6. Maintain and enhance the character of natural and man made landscapes			No effects are anticipated.									Neutral
7. Protect and enhance historic assets and their settings			No effects are anticipated.									Neutral
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources			The policy seeks to make a positive contribution to peoples through high quality, inclusive design. The policy also seeks to ensure that buildings and places and provide easy access for all, including those with physical difficulties. This will help to provide opportunities for everyone to live in quality housing and ensuring easy access for all for new buildings, particularly for those who are disabled, will help everyone to access housing that reflects their needs. There will be overall positive impacts on this objective.									Move towards significantly

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy DS5 – Safe and Inclusive Places												
SA Objectives		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		No effects are anticipated.										Neutral
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No significant impacts										Neutral
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy requires that plans and development proposals should make a positive contribution to people's lives through high quality, inclusive design and that buildings and places provide easy access to all. This will have significant positive impacts on this objective.										Move towards significantly
12. Improve the quality and range of services available within communities and connections to wider networks		No effects are anticipated.										Neutral
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The policy seeks to encourage social interaction and where appropriate provide opportunities for members of the community to meet and come into contact with each other. The will help to provide social cohesion and improve the quality of all neighbourhoods in Bradford, and have significant positive impacts on this objective.										Move towards significantly
14. Create good cultural, leisure and recreation activities available to all		No effects are anticipated.										Neutral
15. Improve safety and security for people and property		There will be significant positive impacts on this objective since the policy seeks to create safe and inclusive places, which will have significant positive impacts on this objective.										Move towards significantly
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No effects are anticipated.										Neutral

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy DS5 – Safe and Inclusive Places</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
17. Promote education and training opportunities which build the skills and capacity of the population				No effects are anticipated.								Neutral
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				No effects are anticipated.								Neutral
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area				No effects are anticipated.								Neutral
<b>Summary</b>												
The policy has positive impacts on a number of the SA objectives. The policy will help to develop safe and secure places across Bradford and to ensure high quality design in new developments, which has positive impacts on SA objectives 8, 11, and 12. The policy is particularly relevant to SA objective 15 as it will help to create a safe and secure environment and reduce opportunities for crime in Bradford.												
<b>Mitigation:</b>												
None.												

## Policy ID1 Development Plan Documents and Authority Monitoring Report

KEY	--	-	-	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID1 – Development Plan Documents and Authority Monitoring Report												
		Commentary											Scoring	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy		<p>Given the uncertainties over the actual contents of the DPD, there is an element of uncertainty in the extent to which this objective will be progressed, reflected in the appraisal.</p> <p>However, renewable energy and energy efficiency are promoted through a variety of the policies in the Core Strategy (such as SC2 Climate Change and Resource Use and HO9 Housing Quality) and would be expected to be also reflected in the identified Development Plan Documents (DPDs) in policy ID1 which would have positive impacts on this objective. The Core Strategy also seeks to ensure the efficient use of natural resources, which will have positive impacts.</p>											Uncertain.	Move towards marginally.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered		<p>The policy seeks to deliver the vision, objectives, core policies, thematic policies and sub area policies as presented in the Core Strategy through the use of the identified DPDs. In particular, the Waste Management DPD will make a significant positive contribution towards this objective, alongside policies in the Core Strategy to minimise waste production (such as WM1).</p>											Move towards significantly.	
3. Reduce the district's impact on climate change and vulnerability to its effects		<p>Given the uncertainties over the actual contents of the DPD, there is an element of uncertainty in the extent to which this objective will be progressed, reflected in the appraisal.</p> <p>However, the Core Strategy Development Plan Document does seek to reduce the districts impact on climate change and vulnerability to its effects through a number of measures including Strategic Core Policy 2 and efforts to ensure sustainable development through Policy P1. Other DPD's helping to deliver these policies will also have positive impacts.</p>											Uncertain.	Move towards marginally.
4. Safeguard and improve air, water and soil resources		<p>Given the uncertainties over the actual contents of the DPD's, there is an element of uncertainty in the extent to which this objective will be progressed, reflected in the appraisal. The various development plan documents identified could have positive impacts on air, water and soil resources depending upon the detail of these documents and where development is to be located.</p> <p>The Core Strategy Development Plan Document includes measures to safeguard and improve air, water and soil resources through promotion of sustainable modes of transport, re-use of PDL and through protection afforded to the environment, particularly in relation to the North and South Pennine Moors SAC and SPA. In delivery of these various measures there will be positive impacts in relation to this objective. Other DPD's helping to deliver these measures will also have positive impacts.</p>											Uncertain.	Move towards marginally.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy ID1 – Development Plan Documents and Authority Monitoring Report													
SA Objectives												Scoring	
Commentary													
5. Conserve and enhance the nationally and locally valued wildlife species and habitats	<p>All of the DPD's identified to deliver the vision, objectives, core policies, thematic policies and sub area policies of the Core Strategy have the potential to impact upon internationally, nationally and locally valued wildlife species and habitats. Depending upon where development is delivered through these DPD's there could be adverse ecological impacts.</p> <p>However, the Core Strategy includes measures to protect wildlife and species through a variety of measures, and particularly in relation to the North and South Pennine Moors SAC and SPA. In delivery of these various measures there will be positive impacts in relation to this objective. Other DPD's helping to deliver these measures will also have positive impacts.</p>												Uncertain.
6. Maintain and enhance the character of natural and man made landscapes	<p>All of the DPD's identified to deliver the vision, objectives, core policies, thematic policies and sub area policies of the Core Strategy have the potential to impact upon the landscape of Bradford, depending upon the location of new development.</p> <p>However, the Core Strategy does seek to protect the landscape through Policy EN4 and also Design Policy DS2 which seeks to work with the landscape and to help new developments integrate into the landscape will have positive impacts on this objective. Other DPD's helping to deliver these policies will also have positive impacts.</p>												Move towards marginally.
7. Protect and enhance historic assets and their settings	<p>All of the DPD's identified to deliver the vision, objectives, core policies, thematic policies and sub area policies of the Core Strategy have the potential to impact upon the Historic Environment. The policies and therefore potential impacts of these other DPD's are not yet known and so impacts on this objective are somewhat uncertain.</p> <p>However, it is noted that the Core Strategy has a policy which protects the Historic Environment and if the objectives of this policy are delivered through the various DPD's any adverse impacts on the Historic Environment should be avoided. Furthermore, there are design policies in the Core Strategy which seek to ensure that the design of new development does not adversely impact on historic buildings, which will help to have a positive impact on this objective. Other DPD's helping to deliver these policies will also have positive impacts.</p>												Uncertain.
8. To provide the opportunity for everyone to live in quality housing which reflects individual preferences and resources	<p>The policy sets out that the Council will deliver the vision, objectives, core policies, thematic policies and the sub area planning policies as presented in this Core Strategy through the use of a number of development plan documents including Neighbourhood Plans. The policy states that Neighbourhood Plans will plan positively to promote sustainable development and have powers to plan for more housing.</p> <p>Provision of housing above that set out in the Core Strategy will help to make a significant positive contribution towards this objective.</p>												Move towards marginally.
													Move towards significantly.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy ID1 – Development Plan Documents and Authority Monitoring Report												
SA Objectives		Commentary										Scoring
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts		The Core Strategy makes a significant positive contribution towards this objective through a variety of measures and so the development plan documents building on the objectives of the Core Strategy would make a significant positive contribution towards this objective.										Move towards significantly.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		The Core Strategy makes a significant positive contribution towards this objective through a variety of measures, as public transport is heavily promoted, there will be investment in public transport and to minimise travel wherever possible. The development plan documents building on the objectives of the Core Strategy would make a significant positive contribution towards this objective.										Move towards significantly.
11. Improve the quality of the built environment and make efficient use of land and buildings		The policy sets out that the Land Allocations Development Plan Document will determine the extent of the green belt, which will include the need to look at green belt releases as identified in some of the sub area policies in this document. Any loss of green belt land would score negatively against this objective (as it is generally less preferable to the reuse of PDL) although it is recognised that green belt releases are required in order to ensure development in more sustainable locations (which is recognised in the score against other appraisal objectives). However, the Core Strategy does protect the remainder of the greenbelt for at least 15 years, which will help to mitigate any loss of land from local greenbelt reviews and also seeks to re-use PDL wherever possible. Overall impacts on this objective will, be negative as it is inevitable and unavoidable that some greenbelt land will be lost to new development,										Move away marginally
12. Improve the quality and range of services available within communities and connections to wider networks		The Core Strategy makes a significant positive contribution towards this objective as it seeks to improve the range of services available in a number of locations, including City of Bradford right through to the smaller Pennine Towns and Villages. The various development plan documents building on the contribution of the Core Strategy will make a significant positive contribution towards this objective.										Move towards significantly.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		The Core Strategy will improve the quality of all neighbourhoods in the district through a variety of measures. The Area Action Plans and Neighbourhoods plans in particular can build upon the Core Strategy's aims and visions to continue to make a significant positive contribution towards this objective.										Move towards significantly.
14. Create good cultural, leisure and recreation activities available to all		The Core Strategy will make a significant positive contribution towards this objective. Some of the environmental improvements will create new recreation and leisure activities and there is specific focus in some areas for development of leisure and recreational activities on brownfield sites. The various Development Plan Documents building on the work of the Core Strategy will make a significant positive contribution towards this objective.										Move towards significantly.

<b>KEY</b>	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID1 – Development Plan Documents and Authority Monitoring Report									
		Commentary									
		Scoring									
15. Improve safety and security for people and property		<p>Safety and security for people and property will be improved through the Core Strategy by a variety of measures including reducing risks of flooding, airport safety and design policies seeking to reduce the chances of crime through good design.</p> <p>The various Development Plan Documents building on the work of the Core Strategy will make a significant positive contribution towards this objective.</p>									
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		<p>All of the Development Plan Documents have a key role in meeting this objective. The core Strategy seeks to improve health and well being through a variety of measures including reducing reliance on the car, improving air quality, delivering high quality new homes and provision of new leisure and recreation activities. The other Development Plan documents delivering the vision, objectives and policies of the Core Strategy will make a significant positive contribution towards this objective.</p>									
17. Promote education and training opportunities which build the skills and capacity of the population		<p>The Core Strategy seeks to increase growth and provide jobs and target investment to ensure there is economic development. Growth and jobs will help provide training opportunities which will build the skills and capacity of the population and make a significant positive contribution towards this objective. Building on the work of the Core Strategy through the other Development Plan Documents will continue to make a significant positive contribution towards this objective.</p>									
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		<p>All of the Development Plan Documents can help increase the number of high quality jobs. The Core Strategy seeks to increase growth and provide jobs and target investment to ensure there is economic development. All of the other Development Plan Documents will play a key role in meeting this objective.</p> <p>All overall impacts on this objective are considered to be significantly positive as the Core Strategy aims and objectives will increase job opportunities. Use of SPD's to accelerate delivery of development schemes will further positively contribute towards this objective and to help ensure that there are new jobs which are suited to the needs of the local workforce.</p>									
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		<p>The various Development Plan documents will all play a key part in supporting investment and enterprise. It is considered that the Core Strategy investment priorities will respect the local character of Bradford and contribute to local needs and the wider area. The other DPD's need to build upon this to ensure there continues to be a significant positive contribution towards 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 ID1 – Development Plan Documents and Authority Monitoring Report**

**Commentary**

**Scoring**

**Summary:**

The policy will have some uncertain environmental impacts due to uncertainties surrounding the exact locations of new development and therefore what impacts that development may have. However, the Core Strategy includes a variety of measures to ensure that new development does not have adverse environmental impacts. The various Development Plan Documents building on the work of the Core Strategy will help to have positive environmental impacts.

The policy will have significant positive impacts in relation to housing and economy. The policy states that Neighbourhood Plans will plan positively to promote sustainable development and have powers to plan for more housing and economic growth, which will help to deliver the housing and growth needs for Bradford. The policy also has positive social impacts since it will help to improve the range of services on offer, improve the quality of all neighbourhoods, particularly through the opportunities presented by neighbourhood plans amongst other measures, and to improve health and well-being.

It should be noted as well that policy is in accordance with NPPF in relation to Neighbourhood Planning.

**Mitigation:**

None.

## Policy ID2 Viability

KEY	--	-	Move away significantly	+	Move away marginally	++	Move towards marginally	0	Move towards significantly	?	Uncertain	
<b>Policy ID2 – Viability</b>												
<b>SA Objectives</b>						<b>Commentary</b>						<b>Scoring</b>
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy						No effects are anticipated.						Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered						No effects are anticipated.						Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects						No effects are anticipated.						Neutral.
4. Safeguard and improve air, water and soil resources						No effects are anticipated.						Neutral.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats						No effects are anticipated.						Neutral.
6. Maintain and enhance the character of natural and man made landscapes						No effects are anticipated.						Neutral.
7. Protect and enhance historic assets and their settings						No effects are anticipated.						Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy ID2 – Viability</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
	<p>The policy states that where viability may be an issue, the council will consider applying certain policy requirements or obligations flexibly, where appropriate. The policy will help to ensure that new housing developments are not stalled by viability issues. This will help to deliver new housing.</p> <p>It is important to recognise that there is a balance to be struck between viability of housing developments and the provision of affordable housing. Policy HO11 requires certain percentages of affordable housing depending on the location (up to 30% in Wharfedale, up to 20% in towns and villages and 15% for inner Bradford and Keighley). The SHMAA identifies the need overall to provide 20-25% affordable and so there remains a need to ensure that the appropriate balance is struck between the flexibility needed and the ability to continue to meet the diversity of housing needs in the district.</p> <p>Overall the policy will have a minor positive impact on this objective.</p>											
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	<p>No effects are anticipated.</p>											
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	<p>No effects are anticipated.</p>											
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	<p>No effects are anticipated.</p>											
11. Improve the quality of the built environment and make efficient use of land and buildings	<p>No effects are anticipated.</p>											
12. Improve the quality and range of services available within communities and connections to wider networks	<p>No effects are anticipated.</p>											
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	<p>No effects are anticipated.</p>											
14. Create good cultural, leisure and recreation activities available to all	<p>No effects are anticipated.</p>											
	<p>Move towards marginally.</p>											
	<p>Neutral.</p>											
	<p>Neutral.</p>											
	<p>Neutral</p>											
	<p>Neutral.</p>											
	<p>Neutral.</p>											
	<p>Neutral.</p>											

KEY	Move away significantly		Move away marginally		Move towards marginally		Move towards significantly		?	Uncertain
	--	-	-	+	+	++	0	Neutral		

SA Objectives		Policy ID2 – Viability									
		Commentary									
		Scoring									
15. Improve safety and security for people and property		No effects are anticipated.									.Neutral
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No effects are anticipated.									Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.									Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy states that where viability may be an issue, the council will consider applying certain policy requirements or obligations flexibly, where appropriate. The policy will help to ensure that new economic developments are not stalled by viability issues. This will not directly deliver new jobs, but it will help to deliver new job opportunities through new economic development, which will have a minor positive impact on this objective.									Move towards marginally.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		No effects are anticipated.									Neutral.
<b>Summary:</b>		The policy is concerned with viability and requires that scheme viability is a material consideration in the determination of planning applications. The policy seeks to ensure that the Council can apply flexibility with regards to the scale of planning obligations and/or other costs to ensure that viability issues does not prevent new development. This will have no effects on the majority of the SA objectives. However, it will have positive impacts in relation to housing and jobs since it will help to ensure that viability issues do not impede the development of new housing and economic development.									
<b>Mitigation:</b>		None.									





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID3 – Developer Contributions										
		Commentary										Scoring
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy will help to achieve contributions from developers for the cost of providing infrastructure and of meeting social and environmental requirements. In turn this will help to support investment that respects the needs of Bradford, which will have a minor positive impact on this objective.										Move towards marginally.
<p><b>Summary:</b></p> <p>No significant effects are anticipated on a number of the SA objectives due to the policy being concerned with developer contributions. The policy has a number of uncertain impacts in relation to potential ecological improvements, landscape enhancements and providing opportunities to live in quality housing. This is due to the fact that benefits for these areas would be considered on a site by site basis and so positive impacts on these objectives are uncertain at this stage.</p> <p>The policy states that where development has a significant impact on the Strategic Road Network developer contributions may be sought through section 278 agreements. This might involve improvements to the highway which would have a positive impact on reducing congestion. However, such contributions would be considered on a site by site basis and so impacts are uncertain.</p> <p>Developer contributions, and in particular the requirement for contributions towards providing the cost of infrastructure, and of meeting social and environmental requirements will result in positive impacts in relation to improving the built environment, improving the quality of services on offer and supporting investment that respects the needs of Bradford.</p>												
<p><b>Mitigation:</b></p> <p>The policy could be strengthened to include a requirement for offsite contributions where viability issues or other factors may make onsite contributions difficult to achieve for new developments, for example with affordable housing. This would help to ensure that there are benefits for Bradford even where there are no onsite contributions from developers towards the cost of new infrastructure and for meeting social and environmental requirements.</p>												



## Policy ID4 Working with Partners

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
<b>Policy ID4 – Working with Partners</b>													
<b>SA Objectives</b>						<b>Commentary</b>							<b>Scoring</b>
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy						Working with partners to ensure that requirements for new infrastructure and services can be met may have a positive impact upon this objective since infrastructure may include generation of energy from renewable sources which would have a positive impact on this objective. However, impacts are uncertain as it would depend upon the exact type of infrastructure that was delivered through this policy.					?	Uncertain.	
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered						Providing the right infrastructure, which the Council intends to do by working with its partners, may help minimise growth in waste and increase the amount of waste which is re-used, recycled, and recovered. However impacts on this objective are uncertain as it would depend upon the specific type of infrastructure which is provided.						Uncertain.	
3. Reduce the district's impact on climate change and vulnerability to its effects						Working with partners to ensure that requirements for new infrastructure and services can be met may have a positive impact upon this objective since infrastructure may include generation of energy from renewable sources which would help to reduce Bradford's impact on climate change, which would in turn have a positive impact on this objective. However, impacts are uncertain as it would depend upon the exact type of infrastructure provided						Uncertain.	
4. Safeguard and improve air, water and soil resources						No effects are anticipated						Neutral.	
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats						The policy states that the Council will work with a variety of partners to ensure that requirements for new infrastructure and services can be met. Depending upon the locations of such infrastructure there could be adverse ecological impacts. However, it is recognised that there are other policies in the plan which seek to avoid adverse impacts on habitats and species which will help to mitigate the impacts of new infrastructure and services.						Uncertain.	
6. Maintain and enhance the character of natural and man made landscapes						No effects are anticipated						Neutral.	
7. Protect and enhance historic assets and their settings						No effects are anticipated						Neutral.	



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID4 – Working with Partners										
		Commentary										Scoring
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		No effects are anticipated										Neutral.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy states that the Council will work with a variety of partners to ensure that requirements for new infrastructure and services can be met. This will help to support investment that respects the character of the wider area.										Move towards significantly
<b>Summary:</b>												
The policy has uncertain impacts on some the environmental objectives. This is due to the fact that new infrastructure and services could have positive or negative impacts depending upon the specific type of infrastructure/services provided and where this infrastructure is located.												
There will be positive transport impacts since working with partners including the West Yorkshire Integrated Transport Authority will help to deliver transport infrastructure and have positive impacts in relation to developing and maintaining an integrated and efficient transport network and to increase transport choice. There will also be positive impacts in relation to services and improving the quality of all neighbourhoods through delivery of new infrastructure and services.												
It should be noted that the policy is in accordance with the Localism Act and NPPF with regards to the duty to co-operate and cross boundary working on strategic priorities.												
<b>Mitigation:</b>												
None.												





KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID5 – Facilitating Delivery										
		Commentary										Scoring
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		No effects are anticipated.										Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population		No effects are anticipated.										Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The policy supports the sustainable growth of the District. It is likely that growth in the District will increase the number of jobs available which will make a significant positive contribution towards this objective. In addition the Infrastructure Delivery Plan will provide clarity to the private sector on future infrastructure commitments, creates certainty and stability which should then lead to further private sector investment. This will help to generate direct employment in the construction sector associated with this Plan, which will have further significant positive impacts on this objective.										Move towards significantly.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The policy supports the sustainable growth of the District. It is likely that growth in the District will increase levels of investment and have significant positive impacts on this objective.										Move towards significantly
<b>Summary:</b>		The policy will have a number of positive impacts in relation to the environment through the co-location of infrastructure facilities where this will meet greater infrastructure needs. This will have beneficial impacts in relation to waste reduction and transport. Maximising the use of publicly owned land and buildings will help to improve the quality of all neighbourhoods through reducing the amount of derelict and vacant land and buildings. The policy also has positive economic impacts since it will help to support the sustainable growth of the District. It should be noted that the policy is in accordance with NPPF which highlights the importance of there being a reasonable prospect that planned infrastructure is deliverable in a timely fashion.										
<b>Mitigation:</b>		None.										

## Policy ID6 Simplification of Planning Guidance to Encourage Sustainable Development

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy ID6 – Simplification of Planning Guidance to Encourage Sustainable Development</b>												
<b>Commentary</b>												
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy				No effects are anticipated								Neutral.
2. Minimise the growth in waste and increase the amount of waste which is re-used, recycled, and recovered				No effects are anticipated								Neutral.
3. Reduce the district's impact on climate change and vulnerability to its effects				Simplification of planning guidance to encourage sustainable development will help towards having a positive impact on climate change. However, whether there will be any positive impacts in relation to climate change cannot be quantified until the detail of development is known and so impacts on this objective are uncertain.								Uncertain.
4. Safeguard and improve air, water and soil resources				No effects are anticipated.								Neutral.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats				No effects are anticipated.								Neutral.
6. Maintain and enhance the character of natural and man made landscapes				No effects are anticipated.								Neutral.
7. Protect and enhance historic assets and their settings				No effects are anticipated.								Neutral.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources				Simplification of planning guidance will help to deliver more housing. An increase in housing development will make a significant positive contribution towards this objective.								Move towards significantly.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>SA Objectives</b>												
<b>Policy ID6 – Simplification of Planning Guidance to Encourage Sustainable Development</b>												
<b>Commentary</b>												
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts				No effects are anticipated.								Neutral.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car				No effects are anticipated.								Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings				No effects are anticipated.								Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks				No effects are anticipated.								Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods				No significant impacts.								Neutral.
14. Create good cultural, leisure and recreation activities available to all				No significant impacts.								Neutral.
15. Improve safety and security for people and property				No significant impacts.								Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care				No significant impacts.								Neutral.
17. Promote education and training opportunities which build the skills and capacity of the population				No significant impacts.								Neutral.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce				Significant positive contribution through providing clarity of where different types of development can be built and to accelerate development through SPD's, all of which will help to increase economic growth and make a positive contribution towards this objective.								Move towards significantly.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID6 – Simplification of Planning Guidance to Encourage Sustainable Development										
		Commentary										Scoring
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		Significant positive contribution through providing clarity of where different types of development can be built and to accelerate development through SPD's, all of which will help give confidence to investors and make a significant positive contribution towards this objective.										Move towards significantly.
<b>Summary:</b>		<p>The policy sets out that the Council will consider the use of a combination of tools to simplify planning guidance to facilitate efficient and effective delivery of sustainable development. The policy will also have positive impacts in respect of housing and economy through clarity of where different types of development can be built and to accelerate development through SPD's.</p> <p>The policy will have uncertain impacts on climate change as it will depend upon the detail of development proposals as to whether there are any positive impacts in relation to climate change.</p> <p>It should be noted as well that the policy is in accordance with NPPF in relation to tailoring planning controls to local circumstances including consideration of use of Local Development Orders and Article 4 Directions in limited circumstances.</p>										
<b>Mitigation:</b>		The policy should make clear how SPD's will help to aid infrastructure delivery.										



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy ID7 – Community Involvement												
SA Objectives		Commentary										Scoring
10.	Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	No effects are anticipated.										Neutral.
11.	Improve the quality of the built environment and make efficient use of land and buildings	No effects are anticipated.										Neutral.
12.	Improve the quality and range of services available within communities and connections to wider networks	Planning is a service within the community and so involvement of the community in planning by the Council's Statement of Community Involvement will make a significant positive contribution towards this objective.										Move towards significantly.
13.	Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	The policy will help to engage the local community and encourage participation in the planning process, which will have a significant positive impact on this objective.										Move towards significantly.
14.	Create good cultural, leisure and recreation activities available to all	No effects are anticipated.										Neutral.
15.	Improve safety and security for people and property	No effects are anticipated.										Neutral.
16.	Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	No effects are anticipated.										Neutral.
17.	Promote education and training opportunities which build the skills and capacity of the population	No effects are anticipated.										Neutral.
18.	Increase the number of high quality job opportunities suited to the needs of the local workforce	No effects are anticipated.										Neutral.

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
<b>Policy ID7 – Community Involvement</b>												
<b>SA Objectives</b>												
<b>Commentary</b>												
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	No effects are anticipated.											
<b>Summary:</b> No effects are anticipated on the all but two of the SA objectives. The policy will have positive impacts in relation to improving the quality of services and increasing participation as the policy will help to involve the local community in the planning process.												
<b>Mitigation:</b> None.												
<b>Scoring</b>												
Neutral.												



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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Policy ID8 – Regeneration Funding & Delivery												
SA Objectives		Commentary										Scoring
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car		No effects are anticipated.										Neutral.
11. Improve the quality of the built environment and make efficient use of land and buildings		No effects are anticipated.										Neutral.
12. Improve the quality and range of services available within communities and connections to wider networks		No effects are anticipated.										Neutral.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods		No effects are anticipated.										Neutral.
14. Create good cultural, leisure and recreation activities available to all		No effects are anticipated.										Neutral.
15. Improve safety and security for people and property		No effects are anticipated.										Neutral.
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		The tools identified in the policy will help towards economic growth which will help to increase incomes and wealth which will have a positive impact on health and well being. This will have a significant positive impact on this objective.										Move towards significantly.
17. Promote education and training opportunities which build the skills and capacity of the population		The tools identified to promote and incentivise economic growth will make a significant positive contribution towards this objective.										Move towards significantly.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce		The tools identified to promote and incentivise economic growth will make a significant positive contribution towards this objective										Move towards significantly.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Policy ID8 – Regeneration Funding & Delivery										
		Commentary										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area		The tools identified to promote and incentivise economic growth will make a significant positive contribution towards this objective										
<b>Summary:</b>		The policy sets out a number of tools which the Council will use to promote and incentivise economic growth. This will have positive impacts in relation to housing, since it will help to raise income levels in Bradford through economic growth, which will increase people's opportunities to live in quality housing that reflects their needs and preferences. The policy also has positive impacts on the economic objectives since it will help to promote and incentivise economic growth.										
<b>Mitigation:</b>		None.										
		<b>Scoring</b>										
		Move towards significantly.										

## Appendix E

# Glossary of Terms

**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 (together with the Regional Spatial Strategy) and are subject of an independent examination. They include the following: Core Strategy, Site Allocations, Area Action Plans, and a Proposals Map.

**Local Development Document (LDD)** – These are the individual documents that make up the Local Development Framework. They comprise of Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

**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.

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

**Statement of Community Involvement** – This sets out the standards that the Council intends to achieve in involving the community and stakeholders in the preparation, alteration and review of all Local Development Documents and development control decisions.

**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).

**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.

**Supplementary Planning Document (SPD)** – These are Local Development Documents that are part of the Local Development Framework. They provide supplementary guidance to policies and proposals contained in Development Plan Documents, however, they do not form part of the statutory plan, nor are they subject of independent examination.